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JAGUAR WORLD



ORIGINAL MK 2

NOVEMBER 2015

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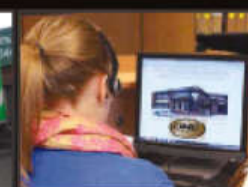
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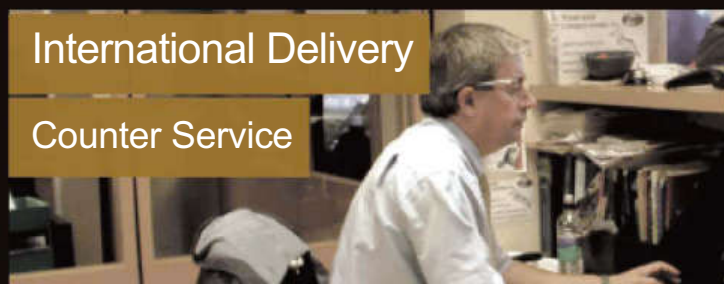
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13 issues of Jaguar World Monthly are published per annum

UK annual subscription price: **£59.80**

Europe annual subscription price: **£71.99**

USA annual subscription price: **£71.99**

Rest of World annual subscription price: **£77.99**

UK subscription and back issue orderline: 0845 241 5159

Overseas subscription orderline: 0044 (0) 1959 543 747

Toll free USA subscription orderline: 1-888-777-0275

UK customer service team: 01959 543 747

Customer service email address: subs@kelsey.co.uk

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Jaguar World Monthly Customer Service Team
Kelsey Publishing Ltd, Cudham Tithe Barn, Berrys Hill,
Cudham, Kent TN16 3AG United Kingdom

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(premium rate line, operated by Kelsey Publishing Ltd. Calls cost 61p per minute from a BT landline; other networks and mobiles may vary. Lines open Monday-Friday, 10am-4pm)
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Kelsey Classifieds

c/o Classified Central Media, Central House
4th Floor, 142 Central Street, London EC1V 8AR
Fax: 020 7216 8557

DISTRIBUTION

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT

www.seymour.co.uk

Tel: 020 7429 4000

Printing: William Gibbons & Sons Ltd

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Name changer

Jaguar's new SUV, the F-PACE, is a welcome addition to the company's range, and especially so for me as editor of *Jaguar World*: its name creates new and exciting possibilities for headlines. Some I've thought of so far include: *Pace maker*; *Keeping pace* (see this one in action on page 32 for our in-depth feature about the car); *Pace car*; *Change of pace*; *Hale and Pace*. Perhaps you can think of more.

I initially wasn't keen on the new name, thinking it didn't expound what sort of car it was and thought '4XF' was more appropriate – until I realised that it would, like the majority of Jaguar's actual monikers, be a nightmare to base pithy headlines around.

Jaguar, of course, would say the F-PACE is important for other, more business-based reasons: that the car opens up new and lucrative markets for the company and it will help to improve its annual sales by winning customers from more established brands. And, sure enough, that's exactly what the firm's brand director, Steven de Ploey, confirmed in an interview during the car's unveiling.



The F-PACE during its debut at the 2015 Frankfurt motor show

"The F-PACE is THE champion for the Jaguar brand with conquest customers," he said.

Whether or not you believe Jaguar should be producing a 4x4 (and for what it's worth, I do – even Bentley now has one, the aesthetically challenged Bentayga), the company needs to make a bigger impact on the international automobile market if it's to grow and survive. In 2014, it sold just 81,570 cars while sister firm Land Rover shifted 381,108.

Compared to BMW, which sold over two million cars last year, Jaguar remains just as much a niche manufacturer as it ever was. But, with the medium SUV sector set to grow from 850,000 sales in 2014/15 to over 1.2 million by 2020/21 (a 40 percent growth), it's clear that Jaguar needs to be in this market if it's to ever reach the mainstream.

With the F-PACE joining the XE and new XF, it's clear the chances of Jaguar improving its sales for 2016 are quickly gathering... momentum.

@Paul_W_Walton, Editor

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ROGER GAGE

Motorsport photographer Roger shot the XKs at Brands and the saloons and GTs at Donington (p16)



RICHARD AUcock

Having attended the Frankfurt motor show, Richard gives us the technical lowdown on the F-PACE (p32)



PAUL SKILLETER

Forty years after the event, Paul reminisces about the original XJ-S press launch in the Cotswolds (p60)

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F-PACE breaks loop-the-loop record

On the eve of its debut at the Frankfurt motor show, Jaguar's first SUV defies gravity by performing a record-breaking 360-degree loop

Expert British stunt driver Terry Grant drove the F-PACE with daring precision through a specially built structure to complete a record loop and officially signal the opening of order books worldwide.

Months of planning went into ensuring that both car and driver could complete this world record-breaking challenge. Grant undertook two months of intense physical and dietary training to ensure his body was prepared for the 6.5 G-force, which is greater than the forces experienced by space shuttle pilots. Meanwhile, a team of experts, including structural engineers, mathematicians and safety experts considered precise physics, angles, speeds and dimensions.

"Driving the world's largest loop tonight is a very proud moment in my career," said Grant after the successful daredevil attempt.

"The F-PACE's supreme performance credentials and rigid lightweight structure gave me the confidence that I had the strength and driving agility needed. I am delighted to bring the Guinness World Record back to the UK."



F-PACE first edition

Jaguar has announced the F-PACE First Edition, a special edition limited to just 2,000 vehicles globally, which pays homage to the F-PACE's original inspiration – the breakthrough C-X17 concept vehicle.



As Gerd Mauser, chief marketing officer for Jaguar Land Rover, explains, "Two years ago, Jaguar revealed the C-X17, right here in Frankfurt. Since that time we have been inundated with people asking us to make it, and it was this growing interest that inspired us to create the F-PACE First Edition, which celebrates the C-X17 concept."

The F-PACE First Edition models will have a unique paint colour: the stunning Caesium Blue featured on the original C-X17 concept. Other unique details include special 22in double helix alloys with grey finish and contrast inserts, houndstooth-embossed Windsor leather sports seats, special carpet mats and a gloss black trim finisher, which also features the modern, yet quintessentially British, houndstooth pattern.

Among luxurious features included as standard are red brake calipers, full-LED headlights with LED 'J' blade daytime running lights, panoramic roof, illuminated metal tread plates and configurable interior mood lighting.

The look is completed by the S model body kit, which comes as standard. The Jaguar F-PACE First Edition comes with the 3.0-litre V6 300PS diesel engine with eight-speed automatic transmission and all-wheel drive and costs £65,275. Only 200 will be available in the UK.



Actor David
Bautista with
the C-X75

JLR unveils Bond cars

Jaguar Land Rover has revealed which vehicles are appearing in the new Bond adventure, *Spectre*: the Jaguar C-X75, Range Rover Sport SVR and the iconic Land Rover Defender.

We will see the Jaguar C-X75 driven through the moonlit streets of Rome in one of the film's most iconic high-speed chase scenes. Driven by Hinx – played by David Bautista – the C-X75 supercar was provided by Special Vehicle Operations in collaboration with development partner Williams Advanced Engineering, whose headquarters are in Oxfordshire, England.

Naomie Harris, who plays Money Penny, and David Bautista were guests of honour at a glamorous event at the Frankfurt motor show that showcased the special stunt vehicles used.

Bautista said, "To be a part of an iconic chase scene in a Bond movie and to drive the C-X75 supercar was like a dream come true for me. It truly is a beautiful beast of a car that will go down in movie history."

Managing director of JLR Special Operations John Edwards added: "For Jaguar Land Rover to once again be a part of the iconic vehicle line-up in one of the most celebrated film franchises in the world is a proud moment for us. It's an incredible opportunity to showcase production and concept cars alike."

Spectre is released worldwide from October.

• You will be able to read about the last Jaguar to feature in a Bond film, the XKR from *Die Another Day*, in the December 2015 issue of *Jaguar World*.



On-set screen shot from *Spectre*

Callum inducted into Scottish Motoring Hall of Fame

Jaguar director of design Ian Callum joins motorsport legends Sir Jackie Stewart and Jim Clark as the first inductees to the Scottish Motoring Hall of Fame.

Callum said, "It's a great honour, made even greater by the company I am in. I am absolutely thrilled, and so proud."

The president of the Association of Scottish Motoring Writers, Alisdair Suttie, commented on his presentation to Ian Callum, which was at a prestigious ceremony hosted by His Royal Highness Prince Michael of Kent aboard the Royal Yacht Britannia, "There is a very strong contingent of Scots in the world automotive sector; in both racing and industry, some of whom have been absolutely fundamental in putting Scotland on the map when it comes to globally significant achievements on wheels. These are the people that the Scottish Motoring Hall of Fame was created to celebrate."

"From Ian Callum's early design work, through to the Jaguars we know and love today – XK, XJ, XF, C-X75, XE, F-TYPE, F-PACE – his creations are heralded as pieces of automotive art the world over. I am very proud to induct Ian into the Scottish Motoring Hall of Fame."

Ian Callum, 61, was born in Dumfries, Scotland, and became Jaguar's director of design in 1999, following a series of high-profile design roles in the automotive industry.

He penned his first attempt at a Jaguar car design when aged 14, and sent it to the company in the hope of landing a job. He went on to study industrial design and graduated from the Glasgow School of Art, and subsequently from the Royal College of Art in London with a postgraduate Masters degree in vehicle design.

The Association of Scottish Motoring Writers' Scottish Motoring Hall of Fame, presented by Bridge of Weir Leather Company, was inaugurated as part of the opening celebrations of the Concours of Elegance (see Events).



Sir Jackie Stewart OBE, HRH Prince Michael of Kent and Ian Callum

Goodwood Revival races

A record 149,000 spectators were treated to Jaguar successes aplenty at this year's Goodwood Revival – none bigger than the Lightweight E-type of JD Classics winning the RAC TT Celebration race.

The race is traditionally dominated by powerful AC Cobras, but JD Classics' drivers Gordon Shedden and Chris Ward put in an excellent performance during qualifying to take second position in their Lightweight E-type. Their time was just half a second behind the pole-sitting Cobra, which set a new track record of 1:25.1.

As the race rolled around, Chris Ward got off to a slow start, dropping back to fourth position. But over the next few laps, Ward drove the E-type hard, battling the Cobras ahead of him every step of the way, pulling off tricky overtakes to snatch second place.

Chris finally picked his moment to overtake the leader in a magnificent sideways move into Woodcote, which saw him pushing the limits of his car and the track.

As Gordon Shedden took over, he continued pulling away from the second, third and fourth-place Cobras to take an incredibly impressive win in the RAC TT Celebration by nearly 15 seconds.

The Fordwater Trophy for production sports and GT cars built between 1948 and 1954 proved another successful event for the JD Classics team. With two competition Jaguar XK 120s in contention, the team qualified 1st and 10th in the 29-strong grid. The pole-sitting car was nearly three seconds ahead of the Porsche 356 in second-place.

As the race began, the pole-sitting XK 120 driven by John Young was slow to start, allowing the second-place Porsche 356 to take the lead. The Porsche's time at the front was short-lived, however, with John



The start of this year's RAC TT Celebration race



Young regaining the lead by the end of the first lap.

Another dominant race by the JD Classics team, saw the XK 120 stretching its lead for the remainder of the 45-minute race before finishing well ahead of the rest of the pack. The team's second XK 120, driven by Derek Hood, also had a good race, crossing the line in 9th position.

In the Freddie March Memorial Trophy for cars made between 1952 and 1955, JD Classics' Derek Hood won in a Cooper-Jaguar T33 while Le Mans legend Derek Bell was 17th driving a C-type.

Sadly, in St Mary's Trophy, a race dominated by Lotus Cortinas as well as the eventual winning Ford Fairlane of nine-time Le Mans winner Tom Kristensen, Andy Webb and racing-driver-turned-TV-presenter, Tiff Needell, could only finish in 20th and 21st places respectively overall in their Mk 2s.

Gregor Fisker was eighth in the Sussex Trophy, driving the E2A from 1960, while Andy Wallace finished 10th in a long-nose D-type. Gary Pearson and Ben Eastwick took the chequered flag 14th and 15th, also in D-types.



Above left: The Mk 2 of Wallace and Webb in the St Mary's Trophy. They finished in 20th position

Above: The E2A, the forerunner to the E-type, which competed at Le Mans in 1960



Le Mans legend Derek Bell



Winners of the RAC TT Celebration Chris Ward (left) and Gordon Shedden



Left: Chris Harris, driving a Porsche 356, chases the eventual winner of the Fordwater Trophy, John Young, in his XK 120



Right: The RAC TT Celebration winning E-type of Chris Ward and Gordon Shedden



Left: Derek Bell finished 17th in the Freddie March Memorial Trophy, driving a C-type



Right: The E-type of Devis/Attwood and the Aston Martin of Daglish/Littlejohn side-by-side during the TT Celebration

Early E-type visits previous owner

The 60th E-type to leave Jaguar's production line in 1961 surprises its previous owner on his 83rd birthday after it underwent a full restoration at Classic Motor Cars of Bridgnorth (CMC).

When former Royal Naval Commander Bob Reed put his pride and joy, a rare Jaguar E-type, into auction little did he expect that it would sell for £109,000 or that it would be purchased by someone who would spend substantially more than the purchase price to bring it back to its former glory.

Bob bought the car in February 1965 and owned it for more than 45 years, raced it, and only decided to sell it because he couldn't afford to restore it and didn't want to see it deteriorate further.

He had not seen the car since it was sold by Bonhams at its auction at RAF Hendon on April 23, 2013. The car, a very early 'flat floor' 3.8-litre model dating from the first few weeks of production, caused a huge stir among collectors and sold for more than three times its highest pre-sale estimate.

Because of his affection for the car, Bob contacted new owner Chris Anderson and kept in touch with how the restoration was going at CMC. When Bob's daughter Katie contacted CMC and asked if she could have a picture of the car for his 83rd birthday,

managing director Nick Goldthorp replied, "I think we can do better than that."

After talking to Chris Anderson, it was agreed that the car should go back to Somerset to celebrate Bob's birthday on Monday, September 14.

Nick Goldthorp said, "The look on Commander Reed's face when the car turned up was fantastic and I am sure that it was a day that he will never forget. It is great when a car like Chassis 60 is re-united with someone who owned it for so long and appreciates the work that went into the restoration. It was a real pleasure to bring the car back to someone who enjoyed it for so many years."

A suitably surprised commander Bob Reed said, "I was absolutely flabbergasted! I wanted to see the car once it had been restored but little did I think that it would be brought to me. I can't thank CMC and Chris Anderson enough. It made my day."

"The car is fantastic and the level of detail and time that CMC has put into it is just fantastic. I am sure that it is better now than when it first left the factory in Browns Lane."

Chris Anderson added, "That car gave Bob many years of fun and happy memories and I am sure that it is going to do the same for me and my wife Ali."



Commander Bob Reed in the newly restored E-type he had owned for 45 years



The car as it was before it went to auction

OBITUARIES

GRAHAM WHITEHEAD CBE, 1928-2015

An important figure behind Jaguar's success in the United States died on June 30, 2015, aged 86.

Born in Kidderminster in 1928, Graham Whitehead began his lengthy motor industry career when he became an apprentice at Wolseley. Staying with what became BMC, he and his family moved to the US in 1959. He rose to become president of BMC in America, remaining when it then became British Leyland.

He continued to work within Jaguar Rover Triumph and then finally Jaguar Cars, where he was the North American president until his retirement in 1990. Little wonder that journalist and former BMC/Jaguar PR man John Dugdale described him as "the great corporate survivor."

In 1980, he stepped in to save the Group 44 race team from being wound up, arranging the meeting between Tullius and John Egan that ultimately resulted in the XJR-5 that ran at Le Mans in 1985.

A member of the executive management committee when Jaguar Plc was formed in

May 1984, he became a board director and oversaw the first showing of the XJ40 in US in April 1987 at the New York automobile show. When Ford made an offer for Jaguar in November 1989, he flew to the UK for a directors' meeting, then immediately returned to Leonia on November 3 to announce the intended take-over to Jaguar's US-based employees – which he did in the parts department, the largest area available.

He also served as president of the British-American Chamber of Commerce and the St George's Society and was involved in the early days of the Nasdaq Stock Exchange. He received a CBE from Queen Elizabeth in 1978 at Buckingham Palace.

Graham Whitehead retired on October 1, 1990.

Bill Hayden, Ford executive and later chairman of Jaguar, described him as, "One of the outstanding motor industry executives of his generation."

He is survived by Gay, his wife of 63 years, his son Michael W Whitehead, daughter Jane W Guenther, and three grandchildren, to whom we extend our deepest sympathies.

URS SCHMID 1949-2015

One of the world's greatest authorities on the classic XK series was lost when on July 27, 2015, Urs Schmid died, after suffering from cancer (bravely fought) for over three years.

Born on May 19, 1949, in what remained his home town of Langenthal in Switzerland, Urs' childhood obsession with archaeology was augmented by a passion for Jaguars when, aged 17, he bought his first, a Mk IX saloon. This he drove somewhat illegally having fitted it with Spanish numberplates that he made himself with cardboard.

A series of Jaguars of varying quality then passed through his hands while he studied



law, before becoming a partner in a small law firm in Solothurn.

He met his wife-to-be Pai, and the family transport became a fern grey V12 E-type roadster – which transported their two children, suitably secured in the back.

He and some friends then founded the Jaguar Drivers' Club of Switzerland.

As the law business generated further funds, he began to acquire many other Jaguars, especially XKs in original condition. One of these, an XK 120 drophead, became the first XK that Swiss specialist Georg Donni restored.

Georg speculates that it was Urs' early preoccupation with archaeology that prompted him to investigate and record original features, and write about them in the JDCCS magazine Tribune.

From this, grew two major books on XK originality. Entitled The Jaguar XK 120 – A Cult Object, they were centred on photographs and analyses of almost totally original cars.

These volumes are internationally acclaimed, and aside from the sad loss to his family and friends, to whom we extend our sincerest condolences, the wider Jaguar movement has been robbed of a superb student of the Jaguar XK who chose to share his knowledge with all.



Graham Whitehead with (left) Jaguar's overseas sales director John Morgan and (right) the Hon Ralph Montagu

Photo: Paul Skiller collection

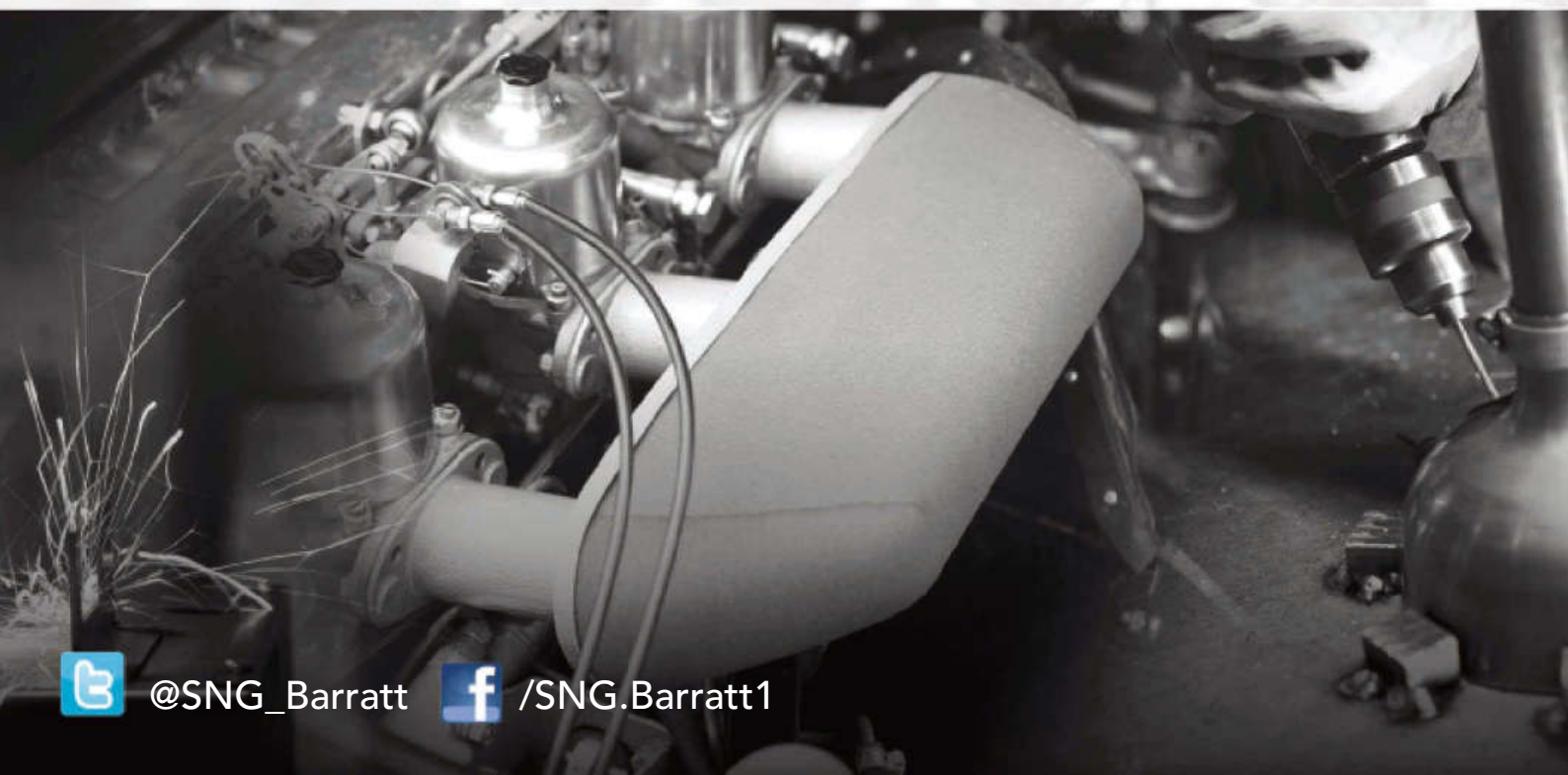


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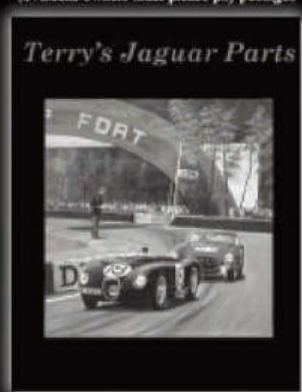


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EVENTS

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Holyrood Concours of Elegance September 4-6, 2015

Sixty incredible cars – some never seen before in the UK – were entered into the Concours of Elegance 2015 held at the Palace of the Holyroodhouse in Edinburgh. All the cars are personally invited by the Concours of Elegance's prestigious steering committee – so a place at the Palace is considered a victory in itself.

The beautiful Jaguar S.S.1 featured in our August 2015 issue took home two prizes this year, winning both the RAC Club Trophy and the inaugural Jaguar Trophy. Two independent panels of judges, which included HRH Prince Michael of Kent, Jaguar director of design Ian Callum, and Aston Martin head of design Marek Reichman, were unanimous in their decisions.

As winner of the RAC Club Trophy, the S.S.1, which belongs to Michael and Linda Jewell, will be invited to take part in the

main Concours in 2016.

Jaguar Enthusiasts' Club chairman Rob Jenner walked away with the prize for the Classic of the Future when a panel of judges, including Tony O'Keeffe (Jaguar Heritage Communications Officer) and Ian Callum agreed that his X300 XJR was an iconic example in its own right due to its special history. It was the very last one of only 102 manual X300 XJRs built between 1994 and 1997. Finished in Aquamarine with a cream hide interior, the car was originally ordered for cricketer David Gower, who pointed out that he had not wanted a manual. It then formed part of the Jaguar Heritage Collection, who then passed it onto Jaguar Classic Parts, who lent it to *Jaguar World* for our May 2012 edition. Rob bought the car in 2013.

For 2016, the Concours of Elegance will return to Windsor Castle.



Salon Privé September 3-5, 2015

Now in its tenth year, the 2015 Salon Privé at the stunning Blenheim Palace saw Jaguar XK 120 'Jabbeke' win Best of Show at this world-renowned Concours d'Élégance. The impeccable Jaguar also won in the Post-War Coachwork class.

The car takes its name from the Jabbeke Highway in Belgium where, piloted by Norman Dewis OBE, it set a Flying Mile World Record in 1953. Originally a works competition car, this XK 120 competed at the 15th running of the Rallye International des Alpes, before going on to set the record of 140.789mph in 1953. Later that year – having lost the record to a V8-engined Pegaso – Jaguar streamlined the body and added the unique Perspex bubble above the driver's head. The car then went on to smash the world record again, setting an average speed of 172.412mph – a record still held today.

Following a full restoration in 2013 by Essex-based specialists JD Classics, the car won at the prestigious Pebble Beach Concours d'Élégance 2014 in the Post-War Sports Racing class. Salon Privé's judging panel, which consisted of 18 automotive experts headed by five-time Le Mans winner Derek Bell, were impressed by the XK 120's flawless restoration, heritage and historical accuracy.

JD Classics managing director Derek Hood said, "This year's Salon Privé not only had the most spectacular setting – Blenheim Palace – but it's Concours d'Élégance also had some of the finest cars yet. For one of the models restored by our expert craftsmen in Maldon to take home Best of Show is a real honour and another excellent addition to the history of this wonderful car."



Tim Hanig, director of Jaguar Heritage, presents the Jaguar Trophy to Michael and Linda Jewell



(L-R) Tony O'Keeffe, Rob Jenner (Classic of the future winner) and Ian Callum



Rob with his former JW cover car (and Classic of the Future winner) XJR



JAGtechnic open evening September 21, 2015

JAGtechnic, the Eastbourne-based specialist, held an opening night on Monday, September 21, 2015 to celebrate the opening of its new, 11,000 square feet facility. In attendance was legendary test driver Norman Dewis, Jaguar's former training manager Peter Leake, and Cesar Pieri, one of the design team behind the F-TYPE Project 7.

As well as viewing a number of exquisite cars displayed inside the workshop, including JAGtechnic's new, bespoke Project XK demonstration car, the guests were treated to a superb collection of Jaguar bonnet artwork created by Cesar. Norman then kept everyone entertained with his many stories from his time at Jaguar.

"The new premises represent an impressive growth in business since relocating to Eastbourne in 2011," said JAGtechnic's Paul Chipp-Smith after the event.

"The new facility provides an impressive and modern eight-bay workshop with an additional 5,000 square feet allocated to secure vehicle storage. The open evening was a great way to welcome our customers to our new workshop."

JAGtechnic's new address is 11-12 White Knight Business Park, Hammonds Drive, Eastbourne, East Sussex, BN23 6PW. Tel: 0333 666 1950.



Above left: Some of Cesar Pieri's bonnet artwork. **Above right:** Paul Chipp-Smith welcoming his guests to JAGtechnic's new workshop. **Below:** (L-R) Jaguar Heritage Communications Officer Tony O'Keeffe, Cesar Pieri, Peter Leake, Norman Dewis and Paul Chipp-Smith



Hotel de France tour October 28-November 1, 2015

Jaguar's legendary test driver Norman Dewis OBE is to host a special tour to the famous Hotel de France between October 28 and November 1, 2015.

Drivers will be able to join Norman on the five-day trip, organised by specialist tour operator Classic Grand Touring, which will take them to the circuit at Lohéac, the famous motoring hotel, where they will spend three nights, and Le Mans, where Norman raced for Jaguar. On Saturday evening, after a day of driving and visits to the principal chateaux in the Loire, Norman will talk about his experiences with Jaguar.

Situated in the town of La Chartre-sur-le-Loir, around 40km from Le Mans, the Hotel de France is famous for its long association with motor sport and the Le Mans 24 Hours race. From the Fifties to the Eighties, many drivers – such as Stirling Moss, Carroll Shelby and Derek Bell – would use the hotel as headquarters, preparing the racing cars in the courtyard and then driving them to and from the circuit on public roads.

The Loire Valley is famous for its picturesque towns, chateaux and country roads, which are regarded as some of the most beautiful in France. Drivers will have the opportunity to visit these magnificent chateaux as well as enjoy sampling the local vineyards.

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Vredestein Jaguar XK Challenge

Brands Hatch September 5, 2015

WORDS: ROGER GAGE

PHOTOGRAPHY: NICK AND ROGER GAGE

"Absolutely frictionless". That was the description of a rather 'green' Brands Hatch Grand Prix track applied by one driver after qualifying, as waves of Cornish mist drifted across and lubricated the circuit.

For almost the whole session, Alexis de Beaumont held fastest lap until John Burton managed a flier in the dying seconds to lead the Jaguars, demoting Alexis to second and with Andrew Wenman a close third, from Chris Keith-Lucas and Andy Moore. Andy missed half the session after putting his car in the gravel at Paddock Hill Bend.

With a dry surface for the race, the order quickly re-set and on the first lap, Andy Moore became the lead Jaguar. With a tremendous charge from eleventh on the grid, Paul Kennelly was up with the lead group in second place, whilst John Burton

had a start line problem and was right at the back.

As the race progressed the faster cars came through the field, notably two fabulous cars which finished first and second overall, Tony Ditherage in a glorious red Cooper Monaco and Stephen Bond in his equally beautiful Lister Bristol. Andy Moore retired, elevating a flying Paul Kennelly to lead Jaguar and Andrew Wenman triumphed after a long dual with a Cooper bobtail to finish second of the Jaguars. Alexis de Beaumont exploited his start position and did well to finish fourth, just behind the very experienced Chris Keith Lucas who was third.

Congratulations to Paul Kennelly for his first ever race win, for which he was also awarded the trophy for "Drive Of The Day".

There was an excellent entry of thirteen immaculately presented XKs in a field of twenty-one cars in this AMOC '50s Sports Cars Race and the Jaguars provided a fine spectacle in difficult conditions.



Alexis de Beaumont's XK 140 coupe is chased by Andrew Wenman's XK 120



After a long dual with a Cooper, second place went to Andrew Wenman



Third place went to Chris Keith-Lucas in his XK 120

Left: Brands Hatch was Paul Kennelly's first ever race win



Andy Moore put his XK 150 into the gravel at Paddock Hill bend during qualifying

RESULTS

1st	Paul Kennelly
2nd	Andrew Wenman
3rd	Chris Keith-Lucas
DRIVE OF THE DAY – PAUL KENNELLY	



The XK 120 of Mark Donnor



Marc Gordon's beautiful XK 150 coupe at full speed

Toyo Tires Jaguar Saloon and GT Championship

Donington Park August 1-2, 2015 – Rounds 10 and 11

WORDS: TERRY DYE

PHOTOGRAPHY: NICK GAGE AND DAVID STALLARD

Race one

A good entry of 24 Jaguars were entered for this packed 2 day meeting.

Sam Clarke Jr on his first visit to Donington, took pole position but would be challenged by the seriously quick cars of David Howard (XJ12), Tom Barclay (XJ6 Coupe) and James Ramm (XJS).

Rodney Frost (XJS) led the Class B cars from Guy Connew (XJ Coupe) and Ben Walker. Standard Class A was again led by Alasdair's McGregor's X300.

Tom Barclay suffered a broken valve in qualifying. His father, Marcus, not one to be beaten, stripped the head. The head was taken to Rob Beere racing, repaired,

returned to the circuit and fitted with minutes to spare before the race start. Tremendous effort.

Clarke led off the line but a spin on lap one allowed Barclay, Howard and Ramm through and Frost followed on lap three. Clarke spent the remainder of the race picking off the cars ahead to finish second. Meanwhile Barclay rewarded the hard work in getting the car to the start to complete a stunning win. Unfortunately Simon Blunt took to the gravel without completing a lap. Perhaps his recent Rallycross experience confused him. Both McGregor and Ed Foster (S-TYPE) suffered rear hub failures, thankfully stopping safely.

A fascinating three-way battle between Colin Philpott, Walker, both XJS mounted and Dave Bye's XJ6 Coupe, was resolved in that order. This fine drive earned Philpott Drive of the Day.

In Class B, Rodney Frost won from Guy Connew and Ben Walker. Class A was won by Steve Askham's X300 followed by Adam Powderham who finally found a way past Richard Knott on lap 14.

Results

Winner – Tom Barclay,
Runner Up Sam Clarke Jr,
3rd David Howard
Class A – 1st Steve Askham,
2nd Adam Powderham,
3rd Richard Knott
Class B – 1st Rodney Frost,
2nd Guy Connew,
3rd Colin Philpott
Class C – 1st Tom Barclay,
2nd Sam Clarke Jr,
3rd James Ramm
Class D – 1st David Howard,
2nd Lawrence Coppock



Winner of both race one and race two was Tom Barclay in his XJ6 Coupe



Third placed finisher in race two, James Ramm



Laurence Coppock is chased by Dave Bye



Runner up in both races was Sam Clarke Jr in his XJS



Roger Webster's lime green X300

Race 2

At the end of this race, the commentator told the spectators that they wouldn't see a better race and he was not wrong!

Barclay led from Howard and Clarke, only to spin and drop to fourth on lap two. He then began a climb back, passing Ramm on lap six, then Clarke and Howard to win. The battles between these four would take a whole chapter to describe, suffice it to say that the spectators were thoroughly entertained and a masterclass of driving the big Jaguars. By the end Barclay won from Clarke (by inches) with Ramm third from Howard. Meanwhile a three-way battle between Class B cars of Walker (XJS) and the saloons of Connew and Bye was as close as cars could get. Unfortunately Walker had to sacrifice his lead when he had to spin to avoid the spinning S-TYPE of Ed Foster, although he did win Drive of the Day for fighting off Connew and Bye. In Class A, McGregor, having replaced the broken hub, fought his way from the back of the grid to win the class from Askham and Powderham.

Results

Winner – Tom Barclay,
Runner Up Sam Clarke Jr,
3rd James Ramm
Class A – 1st, Alasdair McGregor,
2nd Steve Askham,
3rd Adam Powderham
Class B – 1st Guy Connew,
2nd Dave Bye,
3rd Ben Walker
Class C – 1st Tom Barclay,
2nd Sam Clarke Jr,
3rd James Ramm
Class D – 1st David Howard,
2nd Lawrence Coppock

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LETTER OF THE MONTH

I have just finished reading Jim Patten's article on the history of the E-type 2+2 (see *JW*, June 2015, p48), and thoroughly enjoyed it. I have owned my 2+2 for over 15 years now and am glad to see a higher level of acceptance to what seemed to be the "poorer sister" of the E-type models available.

The breakdown of LHD and RHD by series number and year has been published in several books, but do you know if any records were kept of how many automatics were made, as opposed to four-speeds (by year and series number)?

I am interested because my 2+2 was built on April 15, 1966, chassis number 1E 75421 BW, which makes it one of the first 2+2s manufactured. It was sold to Mr Garrett in Vancouver, British Columbia on May 3, 1966, then subsequently sold to a family in Victoria, British Columbia. I then purchased it from its estate, making me the third owner.

The car is completely original – paint, interior etc – with matching numbers for the chassis, engine, body and gearbox. It is dark blue with light

blue (looks like grey) interior. I have only upgraded the tyres to radials for safety and have maintained the car and replaced parts as needed. Needless to say, it does well in the Preservation class when being judged.

I look forward to your future articles in *Jaguar World*.

Doug Irving

*At the moment, there isn't an easily accessible breakdown of production for automatic and manual cars. However, I am sure that as time progresses and more information is loaded digitally, a distinct separation by chassis number would not be too much of a problem. If, in the meantime, I do turn up the right figures we'll let you know and certainly reveal the findings in *Jaguar World*. JP*



Das ist gut!

I always believed in Jaguar and British engineering and I was convinced that the guys in Whitley (JLR's global headquarters) knew how to develop cars if they were allowed to do so. Besides your magazine, I also read *Auto*, *Motor und Sport*, and in its April 2015 issue it was very complimentary about the new XE, exclaiming, "Ist das ein brillanter Jaguar!" (This is a brilliant Jaguar!)

Walter Gonser



Family ties

The XJ special in the September issue was very interesting, but as an owner of a 1988 XJ-S, I'd like to know whether this car is considered part of the XJ family, or should it have been named XK160 or 170? Was this ever considered? I feel like an orphan not being in either family!

Bruce Cake

*The XJ-S happily sits among Jaguar's sports car family as it does the XJ range. However, our feature in the September issue was to celebrate the millionth XJ saloon built earlier in 2015. As the article about the XJ-S's development explains on page 50 of this issue, the F-type name was considered for a while. **Ed***

Cat's protection

Due to your very interesting XJ Special in the September 2015 issue I felt it necessary to protect the reputation of the XJ40. When the car came out in 1986 I was 11 years old, and when I read the first test in *Auto, Motor und Sport* magazine I thought that no car could be more beautiful. I have yet to find another more so.

I was lucky that my parents owned a Jaguar XJ12 Series 3 at that time so we were invited to the German launch of the XJ40 at Hamburg's main Jaguar dealer. The car was even more beautiful than in the magazines and my father ordered one the same evening. He used the car, a 3.6-litre model, every day for four years and it never let him down.

In 1991, my father changed it for a BMW 730i. Compared to the Jaguar, I thought it was a very strange car; it had a very nice engine, but no character and you always needed two hands to close the doors.

Six months later, another XJ40, a 4.0-litre, stood in front of our house – the only car my father owned two of. Two years after that, I got my driving license and was happy to be allowed to drive the car. I knew then that one day I would own one of my own. The Driving Our Ads feature in the August 2012 was of an XJ40 in Jade Green with low mileage. I subsequently bought the car and have enjoyed it ever since.

In today's classic car magazines, the XJ40 is regarded as a trouble-free car that will last a long time if it is maintained regularly. A couple of journalists even own one themselves and most have noted that the XJ40 is a reliable car. Apart from the high prices for spare parts, they love them and cannot imagine driving anything else.

It seems that there are only a few owners in the UK and Germany who really understand the XJ40, maybe due to the difficulties in the beginning, quality-wise. But, I also notice that there are enthusiasts like the Jaguar expert in Frankfurt who restores XK 120 and E-types to the highest degree, but who prefers the XJ40, and the person that owned my car before me who sold his E-type to the radio DJ Chris Evans and kept the XJ40.

Christian Kummerfeldt



TWITTER YE NOT

Jonny Smith @Carpervert

It'll be intriguing to see if the car media & car consumer world reacts the same to the F-PACE as to the Cayenne.

Martijn Kösters @martijn_kosters

Phwoar more action: rewatching Goodwood Revival. Cobras vs E-type.

John Pollard @Killerbuffon

First time I have seen an E-type lift a wheel at Goodwood.

Alex Grant @alexgrantuk

Getting rather attached to the Jaguar XE. Tough choice picking a compact executive car these days. Strong segment.

James Baggott @CarDealerEd

The coolest thing about the new @JaguarUK F-PACE is the wearable key. It's waterproof too. Smart.

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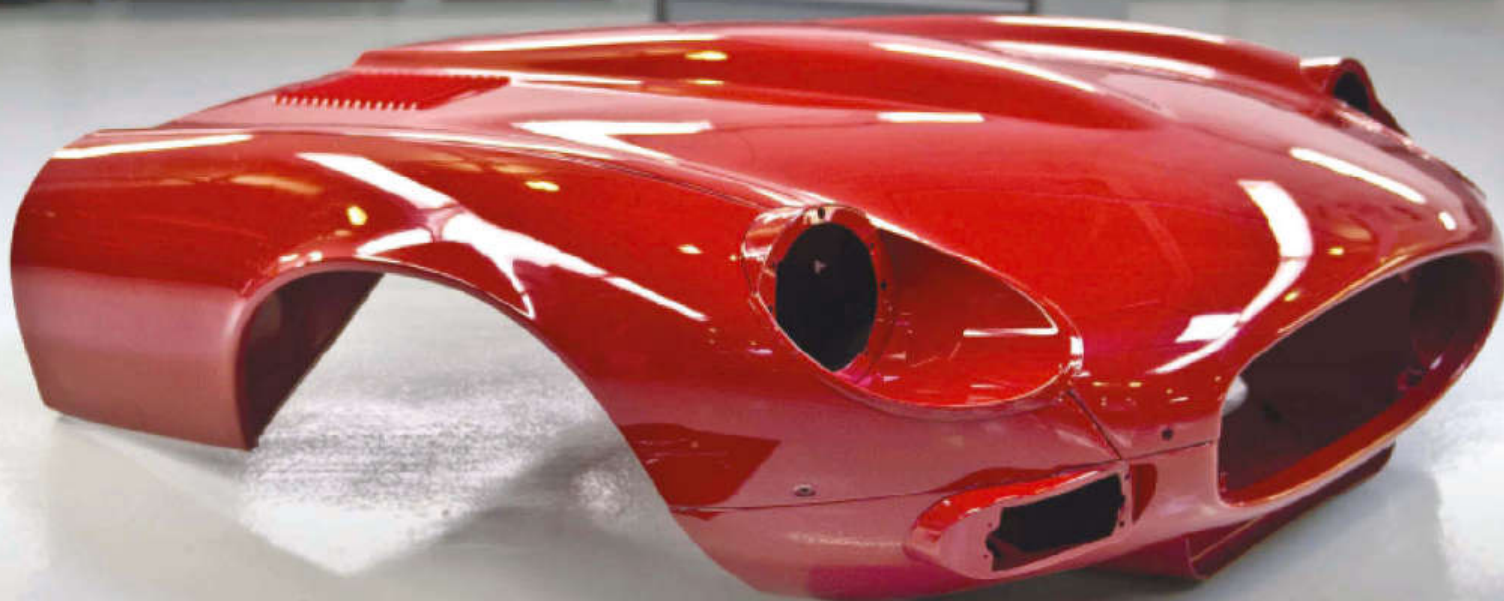
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Then again, there has been an awful lot of saloons, most of them XJs, that have been built upon the luxuriant manners of the original 1968 XJ, often to the exclusion of the raffish dynamism that made the Mk 2 a keen driver's favourite. In fact, so strong is the XJ's reputation for refinement (excluding the stiff-legged current model), that it's easy to forget that the Series 1 XJ was intended to be as engaging a drive as the Mk 2 and the S-type.

The chance for a hugely enjoyable reminder of this occurred recently when I drove the 1968 XJ6 that once belonged to Sir William Lyons. This is a famous car that has often appeared in *Jaguar World*, not least because it still belongs to Jaguar as part of its heritage fleet. Although I had not driven it before, or any other early XJ, I thought I knew what to expect, especially as I'd driven to this Goodwood-based sampling opportunity in my own XJ-S HE coupe.

What I was expecting was a softer, slower, slightly more comfortable machine that would be less deft around corners; more labrador than greyhound. But it didn't take long to discover that, if anything, the characters of these cars are the other way around. First surprise is the XJ6 is swifter to get going, despite the older technology of its Borg-Warner gearbox. Its six also sounds slightly more sporting and delivers more low-rev punch. Then, there's the steering. Both have the thin-rimmed wheels of the period, both have low-effort assistance, but it's the XJ6 that feels the crisper of the two. Its greater athleticism is even more obvious in corners, the Jaguar's willingness to change direction, the feedback through its unleathered wheel, the unencumbered view out and the compactness of the car all encouraging you to drive it with verve (which I confess to doing for a few miles, until my

guilt at not mollycoddling one of the most important XJs on the planet got the better of me). But, during those brief, brisk miles a different kind of XJ emerged, and one of a character that, coincidentally (or maybe not), has much in common with the latest XE and XF, both cars that encourage you to get into a hard driving groove.

So, why does this XJ saloon entertain more convincingly than a supposedly sportier XJ-S V12? Before going any further, I should point out that my own XJ-S is well maintained and has only done 25,000 miles; it's pretty representative of the breed. Yet it's more slothful to 30mph, it's less willing to change direction and its steering gear telegraphs slightly hazier topographical readings from the road below.

One reason is the V12's greater weight, even if it's not so much heavier given that it carries double the number of cylinders. But, more weight over a car's nose makes it less able to change direction.

Another is that the V12 needs many more revs than the six before you're able to mine the richer seams of its torque curve. Couple that to a transmission whose unwavering mission is to launch itself into top at the earliest opportunity – more so than the XJ6's three-speeder – and the XJ-S feels a lot less potent than its 5.3 litres imply. You need to hold it in second and rev it, after which you're likely to be startled at the ease with which its V12

leaves the saloon's six behind.

But there's no getting away from the fact that this 1968 XJ6 feels more agile, more eager and more of a sporting drive than the long-bonneted XJ-S. More than that, it's a whole lot sportier than any Series 3 XJ6 I've driven, and quite a few of the later generation cars, too, all of which are more limo than Lambo.

Last month, I wrote about about Jaguar rediscovering ride with the XE and the XF in particular; a chance drive in the Lyons XJ6 uncovers the dynamic link between this car and the moderns. And what a fine sporting saloon the original XJ6 was. 📺

Sir William Lyons' former XJ6, as sampled by Richard at Goodwood

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JIM PATTEN

Lord Montagu of Beaulieu



Beaulieu Museum Library



SO WE have finally lost Lord Montagu of Beaulieu and a very sad day it was for all enthusiasts. I have particular cause to be grateful for his dedication and determination to keep the old-car movement alive. While at college, I wrote my thesis on Jaguar, and although (unfairly in my view) I had to write an essay outlining why I should be allowed to write about a car, my reasoning of Jaguar as an entity was accepted.

I owned an XK 120 at the time (NAU 660, 6600696) and thought I was being pretty smart with my chosen subject. Other students were trying to extract excitement from subjects like the life and times of the Bank of England. I was onto a winner. Except there wasn't too much information about Jaguar. There were the road tests, of course, and any amount of information about the cars, but where did it all come from and who were the people involved?

Then I discovered a little red book written by Lord Montagu of Beaulieu. It was secondhand and quite tatty, but it supplied the backbone of everything I needed and spurred me on to carry out further research. For the record, I did okay with my thesis, one of the best, apparently, but I cannot put my hands on it: lost, possibly after various house moves. I still have my book by Lord Montagu, though.

Since that first showing of a few veteran cars as homage to his father in the entrance hall of the Palace House in 1951, the

collection grew to become one of the foremost attractions in the UK and site of the National Motor Museum. His interest in veteran cars, in a period when they were seen as nothing more than a novelty, led to some interesting developments.

Tyres for veteran cars had been impossible to come by, and with his input, along with Philip Pollock, a company was set up to specifically supply tyres for the older car. It exists today as Vintage Tyre Supplies and remains in the grounds of Beaulieu. There is no doubt that he was able to use his position in the Lords to further the cause of the motorist. He was also in the vanguard of support for many heritage causes and was a major player in establishing the Historic Houses Association. This led to him becoming the first chairman of English Heritage in 1984.

Edward John Barrington Douglas-Scott-Montagu, the third Baron Montagu of Beaulieu, was born on October 20, 1926, inherited the title at the age of two, and died after a short illness on August 31, 2015. He is succeeded by his son, Ralph, who had been running the estate for some time, and is survived by his wife Fiona, daughter Mary and another son, Jonathan. The estate was closed for the funeral, which was held on September 10. A full obituary appears on the Beaulieu website – www.beaulieu.co.uk – where more about this immensely colourful character can be found. ■

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KEITH HELFET

The move to Whitley



IN 1986, all of Jaguar's engineering departments, including design, moved to a new technical centre six miles to the south of Browns Lane at Whitley, a location that already had a long association with cars and aeronautics.

It was originally bought in the early Twenties by the Armstrong Whitworth Aircraft Co Ltd and several famous planes, including the Armstrong Whitworth Siskin, the Hawker Hart biplane and the Armstrong Whitworth Whitley bomber, were built there. The site was closed in 1968 only to be bought the following year by the Rootes Group – which, by then, was owned by the Chrysler Corporation – to house a new European design centre. When Chrysler sold its European operations to Peugeot in 1978, Whitley was part of the deal.

Jaguar bought the site in 1984 when the French company moved all its design activities to Paris. All the original buildings were knocked down and in their place appeared a series of new, cutting-edge facilities. This was made possible because – by the mid-Eighties – Jaguar was doing well and the management had made the conscious decision to move away from the cottage industry atmosphere of Browns Lane to a modern, state-of-the-art engineering facility.

The place was still a construction site when we in the design department arrived. The main building, which was soon christened 'the ski slope' due to its modern and angular design, was still being worked on. Yet the contrast with Browns Lane was amazing. The buildings we had been operating out of were converted sheds and

now we were in properly designed and very well-equipped buildings. Whitley would eventually become home to more than 2,000 engineers.

The main office block was in the ski slope, which also housed meeting rooms and the canteen. Behind that, in a building that was quarter-of-a-mile long, was the engineering drawing offices (although, by then, everything was being designed on computers) and the experimental trim and machine shops where all prototype work was completed.

There was also a vast area for rig testing, where different car parts – such as doors and windscreen wipers – were put through millions of cycles by hydraulic levers to test them to destruction. To see this on such a scale was incredible.

It initially felt really nice to be part of Jaguar's move to professionalism, but whenever I went back to Browns Lane I realised how much I missed the place, walking across the tracks and being part of the manufacturing process. For me, it felt like we'd move from traditional Jaguar to a generic corporation.

Following Browns Lane closure in 2005, Whitley's role was increased and it became Jaguar's global headquarters, but it will never have the heritage and tradition of its predecessor.

■ **Keith Helfet was a designer at Jaguar between 1978 and 2002. His most famous creations are the XJ220 supercar plus the XK180 and F-type concepts. He currently runs his own design company**

A recent shot of Jaguar's Whitley engineering centre showing the famed 'ski slope' building

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KEEPING PACE

Fresh from its unveiling at the Frankfurt motor show, we check out the technical specifications of the new F-PACE and whether Jaguar's first SUV has what it takes to beat the established competition

WORDS RICHARD AUCOCK PHOTOGRAPHY JAGUAR

IAN CALLUM admits he never dreamt of designing an SUV for Jaguar. "But customers wanted it – and this presented a challenge for a design team used to drawing long, sleek cars." It wasn't easy. It took time (and a show-stopping concept car, the C-X17 from 2013, along the way), but the final result is one Callum is proud of. "It is an SUV that holds the spirit of Jaguar."

It is also a critical car for the firm, perhaps the single most important model this year – yes, even more so than the XE. "The F-PACE is a game-changing car for Jaguar," says a spokesman to set the scene. "It will forever change people's perception of the brand."

So, what is it? Well, in Jaguar-speak, it's a performance crossover. Jaguar has made an SUV, but it's still a bit cautious in calling it one. It does, after all, have a sister company that only makes 4x4s and SUVs, in the hundreds of thousands each year as opposed to the five-figure total volumes of Jaguar.

However, all its customers will call the F-PACE an SUV as it enters the mid-size sector currently dominated by the Audi Q5, BMW X3 and, more recently, the Mercedes-Benz GLC and Porsche Macan. Straight up, the stats say it's competitive – more performance and value than a Macan, more practicality than a BMW X5, more infotainment computing power than a Boeing 777 (yes, really). The proof is in the product, though. And Jaguar is convinced it's a good one.



UNVEILING F-PACE



As the covers are pulled off by Ian Callum in a briefing ahead of the 2015 Frankfurt motor show, so are we. Because the F-PACE is a great-looking machine, all sculptural, shapely elegance that's a real contrast to the more boxy and bluff profiles of its rivals. You can understand why the firm calls it a crossover; it skillfully avoids looking neither like a 4x4 nor a saloon car on stilts. It is a handsome thing in its own right.

It's a treat to sit in, too. This is Jaguar's most successful modern interior yet. The fundamentals are spot on: you sit in rather than on it, enjoying the apparent contradiction between having such a great view out, yet feeling cocooned in contoured bucket seats.

Materials and build quality feel a step above other Jaguars and the detailing is exceptional – it has the premium subtleties sadly lacking in the XE. Jaguar is making fast progress in the quality of its interiors, to catch up with the beautiful exteriors, and the F-PACE is the best demonstration to date.

Those in the back are raised up 10mm for a better view out, although there's no apparent shortage of space (it's the widest rear cabin in the class), even if getting in and out is a bit of a fiddle for those with big feet. Four-zone climate control is available, as are electric-recline rear seats, both class firsts. The boot is the same size as the larger BMW X5, but more than 100 litres bigger than its key rivals and 220 litres bigger than the new Bentley Bentayga. As if the 13 stowage areas within the cockpit aren't enough.

Star of the show is Jaguar's InControl Touch infotainment system, particularly the InControl system. F-PACE owners will have families: kids who are digital natives. The head of connected tech and apps, Peter Virk, claims the F-PACE has the world's most advanced in-car internet, with the ability to run four video streams simultaneously. Kids will watch them via iPads and tablets connected to one of the F-PACE's multiple wifi streams. The F-PACE isn't just appealing in the metal and high tech inside – it's the real deal underneath, too.

The F-PACE has
real elegance
- unlike other
boxy SUVs





Early digital sketches show how the car's proportions evolved



The F-PACE is being built alongside the XE in Jaguar's new aluminium-intensive factory within Land Rover's Solihull home (which has received another £120 million of investment to do this), and the F-PACE has been made possible so soon after the XE and XF because of the designed-in flexibility of Jaguar's new vehicle architecture. But don't think it's just a jacked-up Jaguar saloon – 81 percent of parts within the F-PACE are unique to it, says vehicle line director Kevin Stride.

"It's not about sharing parts with the XE and XF," he says.

It's about giving designers and engineers the flexibility to use the right parts necessary without constraints of cost, packaging or procurement.

Made from 80 percent aluminium, the body in white weighs 298kg; Jaguar's proud of the fact that this is the same as a Fiat 500L. There is proportionally more aluminium in it than the XE and XF, and it has a 100 percent aluminium B-pillar, a first for a Jaguar.

This, like so many other aspects of the mixed-metal construction, is about taking weight out from the right places. As it is an SUV with 213mm of ground clearance (unheard of for a Jaguar), it has required more engineering ingenuity in putting the platform's flexibility to good use. A perfect 50:50 weight distribution for the volume 2.0d 180 is testament to this.

Jaguar has given the F-PACE all-new, high-pressure, die-cast aluminium front suspension turrets, helping to give the suspension 50 percent more lateral stiffness than the sector's dynamic benchmark, Porsche's Macan. There are double wishbones up front – and the sector's shortest front overhang – but its ability to separately tune compliance and stiffness means it's 33 percent more cushioned than the Macan over bumps, says Jaguar.

The Jaguar integral link rear has 35 percent more sideways stiffness than a Macan, too, but the longest wheelbase in its sector, and careful tuning of aspects such as the monotube dampers, means Jaguar is certain it will, "absorb potholes and bumps better than any rival," too.

This is unlikely to be on the car wearing 22in wheels, mind you: these are a first for a Jaguar and among the biggest you can

Ian Callum describes the F-PACE

The biggest challenge in making the F-PACE look like a Jaguar was dealing with an SUV's height. "A Jaguar is all about stance and proportion," says Callum. Easy to get right in a low-slung sports car or saloon, much harder with a 1,650mm-tall crossover.

This is where the car's proportions work so well. "We've positioned the wheels as far out as possible and given it a sweeping roofline to emphasise the length – the rear spoiler, there primarily for aero, helps here as it further extends the roofline."

Following Callum's design ideals, the side view is simple, with just a couple of key feature lines. "The main detail is around the front wings. It fades as it moves rearwards, then blends back over the rear haunches. I could be describing the F-TYPE here," he adds. "That's intentional: there's F-TYPE inspiration in so many ways for the F-PACE."

A light-catcher on the bottom of the doors breaks up the mass and the side glass is kept simple, with a sporty proportion of glass to bodywork. "It looks like it's moving – it has a sense of speed and motion that most SUVs don't have."

At the front, Callum's familiar Jaguar grille – inspired by the 1968 XJ, he says – sits between slim headlamps. It has a deeper front than normal for a Jaguar, broken up by air intakes and functional air curtains (they cut drag), and as with every Jaguar, there is a bonnet bulge.

It's the E-type that's referenced at the rear, adds Callum – but not everyone will get this. "The LED line at the top of the lamps is taken from the F-TYPE, and I got that reference from the E-type. It's subtle, but in my mind there's a bit of E-type there – I know where it came from."

Oh, and how does it compare to the C-X17 concept? "Every millimetre is different," says Callum. "But not so you'd notice..."



UNVEILING F-PACE



choose in the SUV sector. The range starts with 18in rims, but the firm hasn't just fitted them without consideration – internal measurements show they offer almost two-and-a-half times more sidewall protection than a Q5 or Macan. And, for the first time on a Jaguar, mud and snow tyres are being offered as OE-fit.

Passive dampers are standard, but to enjoy the most from an F-PACE chassis, choose the variable adaptive dynamics' dampers – better still, the configurable dynamics' fully configurable suspension, a system taken straight from the F-TYPE.

Powering the vast majority of models sold will be Jaguar's new 2.0-litre Ingenium four-cylinder turbodiesel, solely offered here in 180hp guise. The 2.0-litre is the only one to offer a rear-wheel-drive option, although most will probably use the all-wheel-drive set-up of the other motors. It looked to the XF for a higher-power diesel, the torque-fest 300hp 3.0-litre V6; for a fast petrol, no less a car than the F-TYPE has donated its 380hp 3.0-litre supercharged V6.

This is (in line with Jaguar naming logic) badged S; we note other Jaguar models have RS variants with 500hp-plus 5.0-litre V8s, but Jaguar isn't saying anything about that at this stage.

Jaguar is hugely proud of its in-house torque-on-demand AWD tech; normally rear-biased, it responds in less than 160m/s to boost traction and quell understeer as effectively as in the F-TYPE – they use the same controller, after all. A new chain-driven transaxle makes the autos almost as fuel-efficient as manuals.

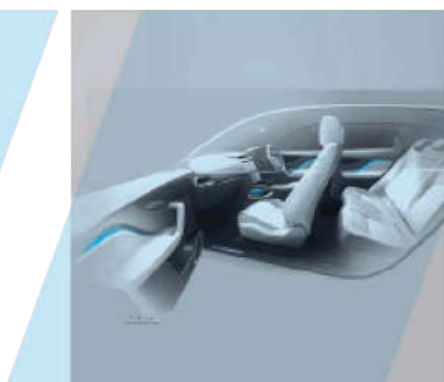
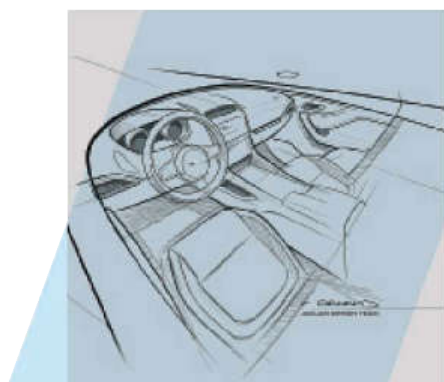
There's added off-road functionality with Jaguar terrain response. Developed with the off-roaders at Land Rover, this offers three settings for low, medium and high grip – the system automatically juggles between them to maximise momentum. The 'off-road cruise control' all-surface progress control also features, as in the XE. Owners won't be off-roading in the F-PACE, but will expect it to deal easily with muddy fields and wintry weather, and Jaguar has equipped it to do so.

Who will buy the F-PACE?

Jaguar sees the F-PACE as its biggest opportunity yet for bringing in new customers to the brand. "Ninety percent of buyers will be new to the brand," expects brand director Steven de Ploy, "and they will be younger, more female and more connected." A dream customer base for any aspirational premium brand.

So, where will customers come from? "BMW, Audi, Mercedes-Benz and Porsche," lists de Ploy: the company is focusing particularly hard on the Macan, as it feels the F-PACE is its equal in terms of dynamics, but much cheaper to buy. And, with one eye on brand-building, who wouldn't welcome comparisons with a Porsche?

However, the volume opportunity is in drawing in those Audi and BMW drivers, something de Ploy feels the F-PACE is placed excellently to do, saying, "It is 'the' champion for the Jaguar brand in conquest." In a medium SUV sector set to grow by 40 percent between now and 2020/21 (to 1.2 million cars a year), it is a massive opportunity for the brand.



Is the F-PACE good value?

Jaguar is keen to stress the value of the F-PACE. UK prices start from £34,170, an eye-opening bargain when compared to the £44,871 starting price of a Porsche Macan, and while the Audi Q5 may start at just under £32k, the price soon nudges closer to the Jaguar's when you start matching power and spec.

The range opens in Prestige trim, with a rear-wheel-drive version of the 2.0d 180 engine. All-wheel drive is £1,940 and an auto is £1,750 on top (you can only have an auto with AWD). The 2.0d 180 also comes in R-Sport and Portfolio trim.

Currently, V6 power is restricted to top-line S trim: both the 300hp 3.0-litre V6 diesel and 380hp 3.0-litre V6 supercharged petrol cost £51,450.

There is also a First Edition diesel that will be the headline-grabbing launch car. Costing £65,275, this has been designed to mimic the C-X17 launch cars – same colours, same trim, same massive wheels...

Crucially, given how many are sold on finance, the F-PACE has a better retained value than the Q5 (and this itself has long been one of the best-performing Audis). Jaguar is quoting between 45 percent and 53 percent after three years; this means lower monthly payments on the all-important PCP schemes.



Is this Jaguar's most successful modern interior yet? The materials and build quality feel a step above other Jaguars and the detailing is exceptional



UNVEILING F-PACE

We'll have to wait until 2016 to drive it but by being constructed from 80% aluminium the F-PACE should be exceptional



But it's the lifestyle aspects of its good looks, tech-packed interior, voluminous five-seat space and urban-friendly SUV stance that's likely to win most fans. It's with such people in mind that perhaps the most left-field piece of tech debuts with the F-PACE: the activity key. A 'wearable' band, you put this on when you're off swimming or surfing; if the key's in the car, it will unlock if you tap the band onto the 'J' on the tailgate. Ingenious. The fact it's been developed at all hints towards the core market Jaguar thinks the F-PACE will appeal to.

Don't worry, though. The firm hasn't gone all lifestyle. There's still enough Jaguarness within the brand-new F-PACE for it to have universal appeal. "This is a true Jaguar," says Stride. "It will deliver true Jaguar DNA." We have no doubt about that: the next step in Jaguar's revolution starts here and, if the marvellously convincing F-PACE is a sign of what it's going to be like, it's going to be quite a journey. **RA**

Exploring new markets

The first time Jaguar investigated producing an SUV was 20 years ago, using a Ford Explorer chassis

Jaguar's first real attempt at an SUV was the little-known X500 project, proving that the soon-to-be-on-sale F-PACE isn't the only time Jaguar has planned on venturing into such a market sector.

The model was first put on the table in the early Nineties under Ford ownership, as the American brand looked to expand the Jaguar model line-up into new areas where wealthy customers were looking to purchase.

The sudden growth in popularity of the classic Range Rover, which had reinvented itself as an icon of the well-to-do rather than a pure off-roader, plus a general

growth in SUV popularity, made it a logical step in terms of pure economics.

The plan was to develop a Jaguar SUV off the separate chassis of the Ford Explorer. Mechanically, it wasn't too great a challenge — the 4.0-litre straight six in the Ford fitted in with the Jaguar DNA, and the Blue Oval was already developing a luxury variant of the Explorer that would go on to become the Lincoln Navigator.

"The X500 was an idea that Ford liked," former SVO boss Frank Marsden told Jaguar World in a recent interview. "But, in reality, it would never have happened. We couldn't get the dynamics or the quality right. We could have made it into a good SUV, but not, to my mind, a Jaguar."

According to Marsden, there were a number of styling studies submitted by Geoff Lawson's team, and — even as late as 1999 — there was still the intention within

the wider Ford Group to take the project forward. As far as we know, these have never been seen outside Jaguar.

Luckily, in the eyes of many a Jaguar purist, the project was shelved following Ford's acquisition of Land Rover in 2000, and instead, the first Jaguar SUV to see the light of day would be developed as a Jaguar from the ground up, albeit 15 years later.

Craig Cheetham



Right: How the magazine *Popular Mechanics* envisaged the X500 in its March 1996 edition



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PUSHING THE BOUNDARIES

The F-PACE might be Jaguar's first SUV, but it is not the first time the company investigated new markets

WORDS PAUL SKILLETER

THE NEW F-PACE will launch Jaguar into an entirely new market. For some established Jaguar enthusiasts (and maybe others), an SUV is viewed as a step too far. They argue that Jaguar is all about elegant luxury, and the SUV/soft-roader approach should be left to Land Rover. Sir William Lyons remained true to luxury sports saloons, and so have his successors. Until now. So, why deviate from a successful formula that has served the marque so well for 80 years?

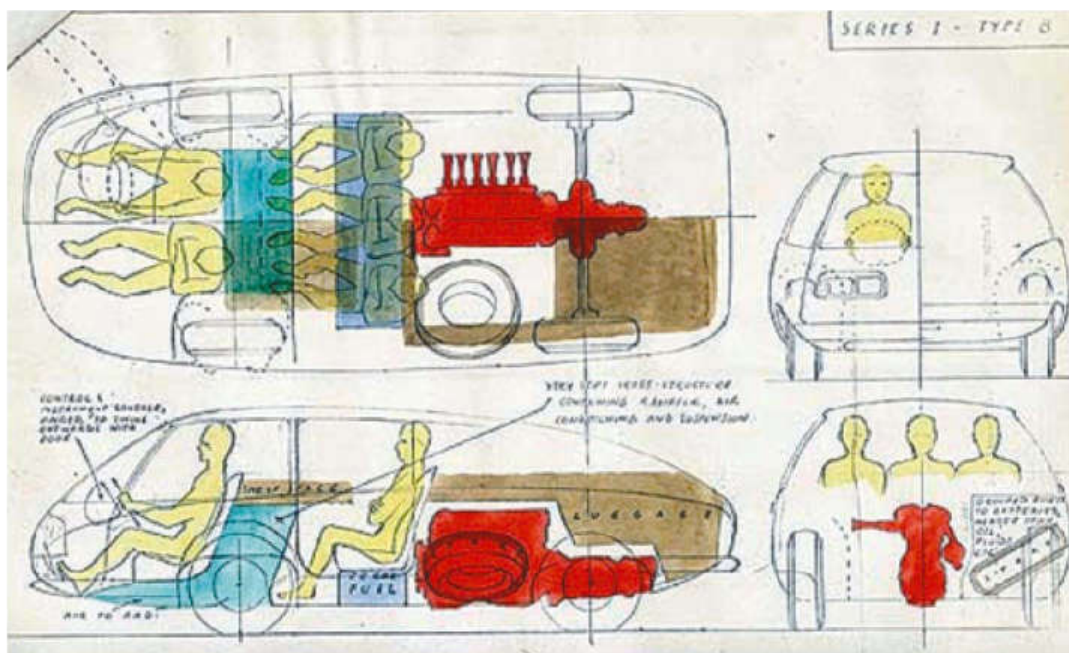
Well, the reason for introducing the F-PACE is simply that the market is demanding up-market SUVs, especially the US and the emerging markets in India and China. Jaguar cannot afford to ignore a new model line if there is a strong business case for it. As a Jaguar man said not too long ago, you have to fish where the fish are.

But don't think that the management and engineering team in the Sir William Lyons' era were necessarily wedded to the orthodox. They were not averse to probing the boundaries, as this mid-Sixties

investigation into a Jaguar people-carrier proves. It's the nearest thing I've come across in Jaguar's archives to an SUV, and consists of several sketches by the company's aerodynamicist and designer Malcolm Sayer of 'Unorthodox passenger-car layouts'. These were rear-engined vehicles with, well, unorthodox passenger-car layouts...

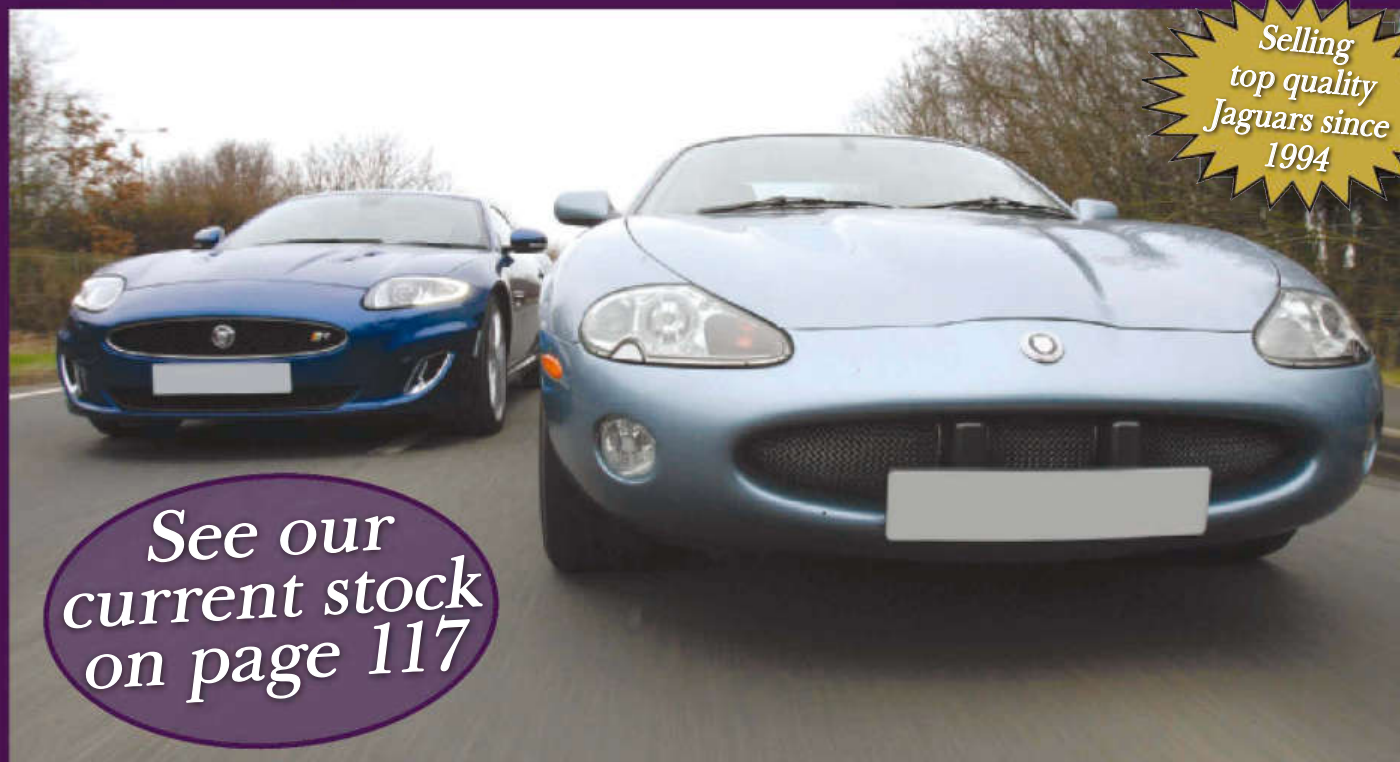
This was a considerable departure from Jaguar's contemporary range of the Mk 2 and the forthcoming XJ6. Yes, it was kite-flying at the very most, and clearly it was decided that the market was far from ready for such a beast. Certainly, Sir William Lyons would always have taken some convincing; on several occasions he rejected convertible and estate versions of Jaguar saloons because he wasn't sure there was a business case for them. But, then, he had to be cautious. Jaguar balanced on a knife-edge financially compared to major manufacturing groups, and could not afford to indulge in any 'let's see' models. All very different today, as within JLR and under the Tata Motors umbrella, Jaguar at last has the security and wherewithall to invest in brave new models. **POS**

Below: Not exactly an SUV, but this concept does prove that Jaguar of old was examining new market segments. Power units would have been either a 3.0-litre XK 'six' mounted fore-and-aft, or a 3.0-litre slant-six "mounted transversely and driving the axle through a transverse gearbox." Paul Skilleter collection/Jaguar Heritage Trust



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Sentimental journey

The C-, D- and E-types are three of the world's most famous cars, yet little is known about their designer, Malcolm Sayer. We take our XK8 on a sentimental journey to uncover some of the significant milestones in his life

THANKS TO its timeless style, the E-type remains one of the most recognisable cars on the planet. The model continues to have a major influence on both modern culture and design, yet even those with little interest in automobiles can put a name to it. Not so of the talented man who designed it. Despite

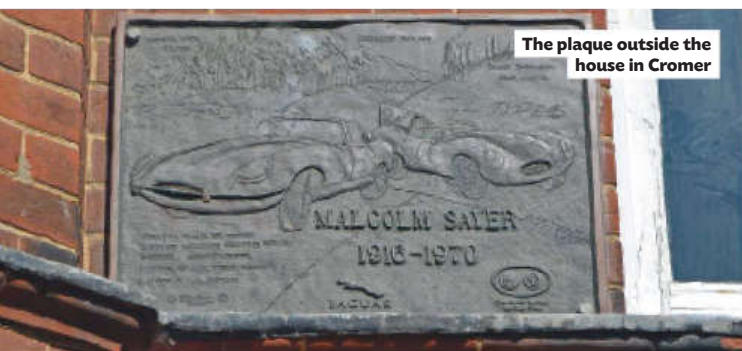
creating an icon, Malcolm Sayer wrongly remains in the shadows of his Italian contemporaries, such as Pininfarina or Giorgetto Giugiaro. To mark the 45th anniversary of his untimely passing, I'm visiting some of the key places in his life and speaking to those who knew him to ask why he didn't get the recognition he deserved.



WORDS & PHOTOGRAPHY **PAUL WALTON** | ARCHIVE IMAGES
JAGUAR HERITAGE & PAUL SKILLETER COLLECTION



Paul's XK8 outside Sayer's childhood home on St Mary's Road, Cromer



My journey starts at Number 4, St Mary's Road in Cromer, the house where Malcolm Sayer was born on May 21, 1916. The Jaguar Daimler Heritage Trust placed a plaque on the front of this handsome Victorian house in May 2008 to celebrate this, forging a link between this quiet, narrow street and the West Midlands. His parents, Gilbert A Sayer (a teacher) and Annie Sayer (née Hudson) were both from the area, and Sayer's eldest daughter, Kate, informs me that he used to return to the area with his own family for holidays. "His parents still lived in Bradwell, near Great Yarmouth, and since his pay at Jaguar wasn't very good we'd go and stay with them every year," she explains.

Sayer went to school at Great Yarmouth, the seaside town 30 miles along the coast, and to get there I'll be driving my own 2000 XK8 4.0, since I think it's an appropriate car to celebrate his life and work. Before I receive irate letters, I'm fully aware Sayer didn't design the X100, but this was the final Jaguar to be heavily influenced by his work. Keith Helfet – who laid down the original themes for the car before his colleague, Fergus Pollack, defined them – agrees with me.

"It was fundamentally important to me that as the XJS' replacement, the X100 had to be recognisable as a Jaguar and that its basic design drew on Sayer's legacy." Keith is open about Sayer influencing him throughout his time at Jaguar, which is clearly illustrated by the XK8's fluid lines, wide haunches over the wheel arches and the oval grille. "As someone who designed five Jaguar sports cars," he says, "I was always aware that Malcolm Sayer was looking over my shoulder."

I, too, am a lifelong admirer of Sayer's work so this is a personal trip for me, and using my own car feels more fitting. But, perhaps more importantly, it could do with a long run out.

The A149 threads its way south from Cromer through the beautiful Norfolk countryside towards Great Yarmouth. As I clear Cromer's 30mph speed limit, I squeeze the throttle a little more and am rewarded by a sudden and intoxicating rush of acceleration that even after five months' ownership hasn't become mundane. It may be the 4.0-litre version, and an unsupercharged one at that, but it still produces a healthy 290bhp and gains speed with a brute force only a V8 can offer. The XK8's official 0-60mph time of 6.4 seconds is two slower than the current F-TYPE R's, but its confidence under acceleration is similar. It makes a fabulous noise too, a deep grumble when pushed hard. It's quiet by current standards, but I like that since it matches the X100's understated and grown-up image.

Half an hour later, I reach the outskirts of Great Yarmouth. Sayer joined the grammar school here when he was just nine, two years

younger than normal, after passing the equivalent of the 11-plus. "He was clearly a clever boy," said Kate, "but when I reflect on things he later said, I think he found being clever a burden since he was expected to excel all the time."

Sayer's father worked at the school, teaching the unusual combination of maths and art, both of which were instrumental in his son's later life and work. Sayer himself was a fine artist, creating both beautiful landscapes and witty caricatures. "He used to take exception to pop singers on TV and draw horrible cartoons of them," Kate told me with a laugh. "He was very good at drawing stuff freehand and could accurately draw life-size pictures of cars on the workshop floor with chalk." He was also a great musician and played the piano and guitar, as well as other instruments.

The school – now a high school – remains on Salisbury Road and, other than a modern entrance, the building hasn't changed much from Sayer's day. It's so close to the beach that I wonder whether the young Malcolm Sayer enjoyed all the delights a pre-war seaside resort had to offer or whether he concentrated on his studies. Or both! What's certain is that in 1933, aged just 17, he won a British Empire scholarship to study aeronautical and automotive engineering at Loughborough College in Leicestershire, and that's where I'm heading next.

I drive towards the A47, a 182-mile trunk road that links Great Yarmouth with Birmingham and passes close to Loughborough. At Norwich, it becomes a dual carriageway and I again revel in the car's speed, especially after pressing the sport button. It might not give the car the same supersonic speed that the setting on current cars can, but it allows the XK8 to rev harder and for longer. The only visual clue is a tiny red light on the button near the gearlever. The ride is comfortable, more so than the F-TYPE with its hard suspension, which has traded some of the suppleness that Jaguars

I AM A LIFELONG ADMIRER OF SAYER'S WORK SO THIS IS A PERSONAL TRIP FOR ME

were always famous for, even the racier models.

Three hours later I reach Loughborough. The town has had a college since 1909 when the Technical Institute began, becoming a university in 1966. It always had strong ties to engineering and technology so, in the Thirties, it was the clear choice for those who, like Sayer, wanted to become an engineer.

The Department of Aeronautical and Automotive Engineering is now housed in the relatively new Stewart Miller Building, although still based on the university's campus (once the estate of Burleigh Hall). In the entrance hall (close to a prototype of the Hawk 200 jet) there is a large bronze plaque dedicated to Sayer and his work, commissioned jointly by the university, Jaguar and the Jaguar Heritage Trust. Unveiled by Kate in 2005, it is testament to the fact that he was one of the first to use mathematics to design body shapes; it's fitting that there's a marker here, at such an important location in his life, to celebrate his achievements.

After graduating with honours in automobile engineering, in 1938 Sayer found a job at the Bristol Aeroplane Company where he worked on aircraft engine installations and prototyping. His job at Bristol was a turning point in his life for a couple of reasons. Firstly, he would learn much about aerodynamics, essential for his time at Jaguar, and secondly, he met his future wife, Patricia Morgan, the mother of his three children. "They met before the war in the Bristol drawing office where she worked as a tracer," said Kate.

However, there was something that stood in the way of the relationship; he was still married to his first wife, Joy Pilkington. The family knows very little about this time of his life, or even when they met.

"We used to have a blanket with Joy Pilkington embroidered on it and I remember asking who this was and my mum getting very cross, saying never to mention that name again. After she died, we found one of dad's old wallets and in the lining was an old newspaper cutting





that announced the engagement of Malcolm Sayer and Joy Pilkington, the daughter of the Reverend and Mrs Pilkington of Gorleston." Gorleston is another town on the Norfolk coast, and Kate guessed that her father probably met Joy after his university course had ended and he'd gone back home, but by the time he started at Bristol in 1938, the marriage was over.

Although Sayer was exempt from draft to the army during the Second World War as a result of a reserved occupation, it wasn't until 22 February, 1948, that he married Patricia at Bristol's registry office. Kate, the first of their three children, was born the following January, with John arriving in 1953 and Mary three years later.

When Bristol started winding down after its intensive war effort, Sayer moved to Baghdad to teach at the university's faculty of engineering in February 1949, his wife and daughter joining him in September. Iraq is an unexpected place for a boy from Cromer to get a job, and Kate thinks that as her mother's parents had spent time in Baghdad there may have been connections through them. Unfortunately, the lecturing job there turned out to be non-existent and he ended up maintaining a fleet of cars owned by a local dignitary.

The Sayers returned to the UK in early 1950, although Malcolm didn't immediately live with his family, instead travelling around France alone for six months after an affair. Philip Porter interviewed Sayer's sister, Joan, for his book *The Most Famous Car in the World* and she said he basically turned up at his parent's house in Bradwell after being missing for six months. "Where have you been?" his father demanded to know, to which Sayer replied, "I've been vagabonding. I used to sing for my meals and play guitar."

In Bradwell, Sayer tried to make a living as a landscape artist before seeing an advert for a position at Jaguar. The company's engineering director, Bill Heynes, interviewed him.

"I quite took to him and said, 'Yes, we'll give you a job'," Heynes later said. Although Jaguar was still a relatively young company, it must have been a dream come true for Sayer. "My father was always interested in cars," says Kate. He learned how to drive while at Loughborough and owned a variety of vintage models including a Singer, a Riley and then a Bentley. He'd even designed a sports car, the Gordano, in the immediate post-war years. Named after Easton-in-Gordano, a village near Bristol, the project was the brainchild of some local enthusiasts and had the backing of Joe Fry, of the chocolate firm. A handsome car featuring cycle wings, the Gordano initially used an MG engine before the Lea-Francis 1767cc unit. Fry's death in 1950 saw the project come to an end after just two cars had been built. Sayer, of course, went onto much greater things, ably assisted by one Norman Dewis.

Above: Mid-way between Cromer and Great Yarmouth on the A149

Inset: Sayer (second from right) after Dewis' (far left) record-breaking run in an XK120 at Jabbeke in 1953. According to Norman, it was Sayer's idea to have the bubble roof

Below left: Outside Sayer's former grammar school in Great Yarmouth

Below: Paul puts his XK8 to the test on the fast dual carriageway section of the A47



Sayer's first task at Jaguar was to produce a race car that was based heavily on the XK 120's running gear. As chief test development engineer, Norman developed all of Jaguar's racing cars with Sayer – from the C-type through to the XJ13, as well as the E-type. The two forged a close bond that lasted for the next 20 years. "Malcolm got there in '1950; I started in '52," Norman told me. "We had an immediate connection and we worked very closely together."

They spent a lot of time at the MIRA test track in Warwickshire for Sayer's famous wool tuft tests. Norman explains, "On the way to MIRA, we'd stop at the wool shop in Nuneaton to buy a big roll of wool. Next door was the paper shop and from there we'd get some Sellotape. In the garage at MIRA, he'd draw lines across the car's bonnet, all the sides and on the back. We would then cut six-inch tufts of wool and Sellotape them at various distances all over the car. He would then get into another car and run alongside me to observe the tufts from the side while I watched the bonnet, the screen and everywhere else I could see. From that, he calculated how different parts of the car cut through the air."

Back at the office, Sayer had huge sheets of paper pinned to his wall – 3ft by 8ft – that had curves stretching across the length in different colours. There were also vertical lines eight inches apart that cut through the curves with numbers alongside them. "I asked what it all meant and he followed the lines with a finger and said one was for the bonnet, another was the wing profile and one was for the back. These lines represented the complete car."



Top: Paul reads the plaque in the Stewart Miller Building, a Hawk 200 behind Inset: The plaque dedicated to Sayer at Loughborough University

Above: Sayer (far left) with the D-type prototype. Engineering director Bill Heynes is talking to Norman in the driving seat

Left: Outside the Stewart Miller Building



No one else could see it, but he knew it was there."

How Sayer came up with this formula is conjecture since there's no official account. The story told most often is the one Norman now tells me, which is that it came from a German professor of mathematics that Sayer met while in the desert in Iraq, but this can't be confirmed. He never told any of his children where it came from. One thing is for sure, though, it was a very new and modern method to use to design Jaguars. "Sir William couldn't draw," explained Norman. "He would get a complete shell in the bodyshop and would chalk on the lines he wanted and get the tinsmiths to make it. It was a much more hands-on approach."

According to Norman, Sayer and Lyons got on well, no doubt helped by Sayer's gentle nature. "He was a great character," remembered Norman of his old friend. "Very inoffensive and very quiet. I never heard him shout or lose his temper."

Kate, though, can clearly remember one time her father got mad when his design for the E-type needed to be changed. "When the engineers told him the

Far left: Malcolm Sayer (second from right) at his drawing board. Going by the model on the board, the photo must have been taken in the early Fifties

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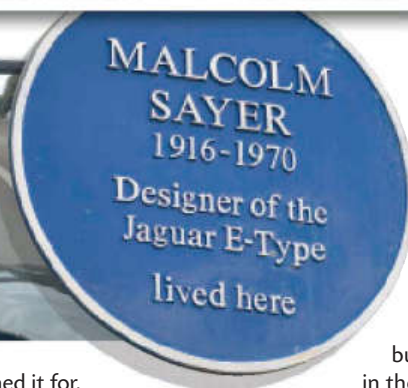


HISTORY MALCOLM SAYER

Right: Sayer and Dewis at MIRA during testing of the D-type. Norman says this was one of Sayer's favourite pictures

Inset: The plaque outside the house in Leamington celebrates Sayer once lived there

Below: Paul blasts down the M1 towards Leamington



engine was going to be bigger than the one he'd designed it for, and it would need a bulge in the bonnet, he was very annoyed. He came home ranting about this bump, saying, 'It's not supposed to be there!'

Sadly for Sayer, he would never own any of his creations. With his wage being so low for someone in his position, he didn't even own a car again until 1965 – and it was a long way from an E-type. "It was a burnt-out Bedford van that had belonged to a chimney sweep so dad called in several favours to get it fixed," said Kate. "Lucas gave him the headlights, and the driver's seat came from the 1955 Le Mans-winning D-type." That's not to say he didn't drive Jaguars, and with vigour too. "I wasn't the slightest bit interested in cars or what he did," Kate admitted. "But I did feel proud when he took me down the M1 in an E-type at 120mph!"

When he started at Jaguar, Sayer had initially moved into digs with three other employees in Earlsdon, a suburb of Coventry, but after reconciling with his wife, Sayer bought 26 Portland Place in Leamington Spa in 1953. This is my next destination, so I set the XK8's ancient satellite navigation to get me there. I'm glad the car came with it, but the system is clearly starting to show its age as many roads are missing from its maps; navigating around Leicester is a nightmare as the new bypass isn't included. The rest of the interior is just as old fashioned as the sat-nav, with acres of veneer, but it's comfortable and well built, and so far everything works (touch wood – that will be veneer, then).

Leamington Spa is a mere 12 miles from bustling Coventry, but its quiet, ancient streets seem a world away. I can imagine how the town appealed to Sayer's artistic nature. His former home, a handsome three-story townhouse, is close to Leamington's centre and he lived there for 20 years. A blue plaque marks this former residency.

I asked Kate what her father was like at home. "He was always occupied with lots of hobbies and making things," she tells me. "He could also be very funny and had a certain silliness. Mum would ask him to pass the butter and he'd flick some across the table and she'd say, 'Oh Malcolm, must you do that in front of he children?'"

Kate also reveals another – insecure – side. "He needed constant reassurance that he was doing the right thing." Kate doesn't think her father would have wanted to work abroad for an Italian or a German manufacturer because he wouldn't have left the house. "But he was looking around for another job," she admits, "and I know he would have liked to have worked for British Rail."

Leamington signifies the end of my journey, just as it did for Sayer. On April 22, 1970, Malcolm suffered a massive heart attack outside Parkside Garage, next to the Regent Hotel. This was his second attack, the first being on November 19, 1968, but this time it was fatal. He was a month away from turning 54.

"He was a real loss to Jaguar,"

Norman tells me. "The guy who took over body styling, Doug Thorpe, was good but – and no disrespect to him – he wasn't

in the same league. Malcolm was a complete

one-off, yet he never received the recognition he

deserved." Kate believes he died of a broken heart, "Because no one acknowledged him."

Even the company that built his cars soon overlooked Sayer's contribution. When Keith Helfet started working for Jaguar's design studio in 1978, just eight years after Sayer's death, his name was never mentioned. "It was only after I studied the C-, D- and E-types and realised that they were different shapes to other Jaguars that I discovered who designed them."

Norman believes this was down to the quiet nature of his friend. "At the 1961 Geneva show, Enzo Ferrari came over to me and joked, 'This is a fantastic design, but Norman, you have made one mistake – there isn't a Ferrari badge on it!'" When Norman relayed this praise to Malcolm, the designer replied simply, "Oh, that's nice." Norman is emphatic that it is wrong that Sayer's contribution is largely overlooked. "Lofty England, Bob Knight and Sir William Lyons are all written about, but Malcolm is always in the background."

But maybe things are changing a little. It was announced earlier this year that a new housing scheme in Leamington is to be named Sayer Court in his honour. There's still a pitifully long way to go before his name is said in the same breath as the icons he designed, but at least it's recognition from outside of the motoring community. I remember, too, that the current design director, Ian Callum, mentioned Sayer's name in reference to the E-type during the F-TYPE launch in 2013 and regularly pays tribute to him during presentations.

As for yours truly, I might not own a car he was directly involved with, but it clearly comes from the same stable as a genuine Sayer Jaguar. And, to me, that means more than speed or comfort. 🐾



Journey's end – Paul's XK8 outside Sayer's former house in Leamington



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CHANGING

The new F-PACE is Jaguar's first SUV, yet it is not the most obvious change of design direction in the company's 80 years. That title goes to the XJ-S, as Jaguar made a dramatic move from sports cars to grand tourers. Forty years on, we investigate why Jaguar took that decision and ask whether the car was always controversial



DIRECTION

WORDS **PAUL WALTON** PHOTOGRAPHY **STUART COLLINS & JAGUAR HERITAGE**

AT THE time, Jaguar's move to produce a GT must have seemed the strangest decision since Western Union decided against buying the patent for the telephone in 1841 for a mere £100,000.

After 27 years of producing popular and iconic sports cars, in 1975 Jaguar unveiled a large grand tourer, the antithesis of the company's designs from earlier years. With a pair of flying buttresses

behind the rear screen, its styling was controversial to say the least, and in stark contrast to the E-type's design. Of course, we all know the car went on to be very popular, but was that always the case? For the XJ-S' 40th anniversary, I want to investigate why Jaguar changed course by speaking with those who were there when the car was in design and development – what did they think of it and did they feel the car was as controversial as history says?

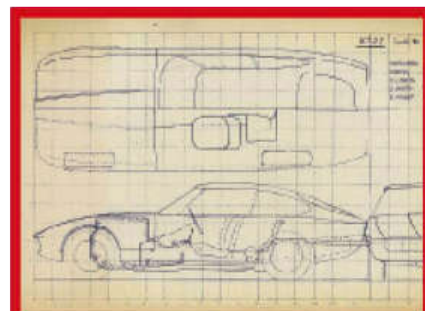


The XJ-S' early development is complicated, with many different ideas and prototypes playing their part in the final design. The car's story begins in the mid-Sixties when Jaguar began looking at a replacement for the E-type. Jaguar's leading aerodynamicist, Malcolm Sayer, was put in charge of designing a new car, codenamed XJ21. His first designs were obvious developments of the E-type, and there were open and closed options. Several versions of this car were designed and it was planned to reach production in the early Seventies.

In 1967, Sayer designed a mid-engined sports car, with clever aerodynamics that were to influence the XJ-S. Its layout was very de rigueur at the time (as proven by the Lotus Europa and Lamborghini Muira of 1966, plus the 1968 Dino 206 GT). Sayer produced a few scale models, but the design was rejected over doubts that it could meet frontal crash tests, and because its handling benefits did not outweigh the lack of interior and luggage room.

Then, on September 9, 1968, Sayer sent a memo to Sir William Lyons proposing a 2+2 sports car based on the new XJ6 saloon (codenamed XJ4). In this note, Sayer suggested, "The image sought after is of a low, wide, high-speed car at least as eye-catching as those the Italians will produce, even if it means sacrificing some of the more sensible values such as luggage and passenger space, silence, and ease of entry." This idea quickly gained momentum for one important reason – the European sports car market was changing thanks to models such as the 1963 Mercedes-Benz SL and the Jensen Interceptor, which debuted three years later.

Instead of simplicity, buyers now wanted comfort and refinement, something that suited Jaguar, as Ed Abbot, who was part of the small test team that developed the XJ-S, explains: "Having launched the XJ6 in 1968, which was a sublime sports limousine that set new standards for ride and handling, the last thing Jaguar needed was to bring out a sports car that couldn't mirror the same levels of refinement. Soft tops rattle and shake and there's always too much wind

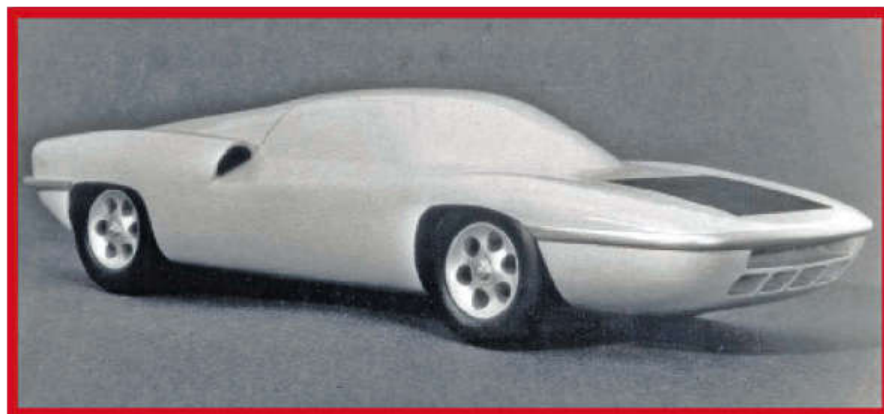


Top: An early XJ21 drawing clearly shows its E-type influence

Middle: An early XJ21 scale model shows the car's basic design was there from the outset

Bottom: A full size mockup of an XJ21 proposal

Left: Sayer's mid-engined sports car came to nothing but played a part in the XJ-S' aerodynamics

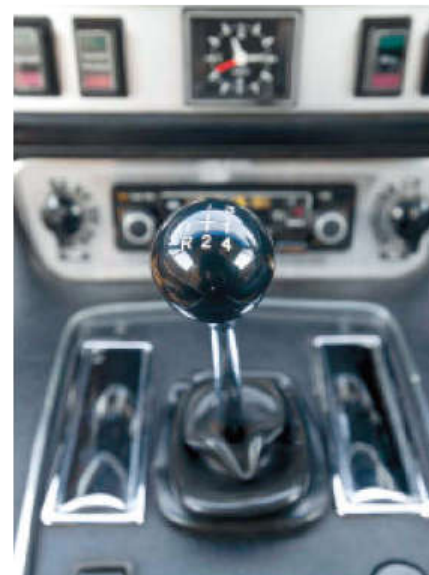




noise. So the obvious thing was to build a sports coupe based on the saloon." As confirmation that the market had shifted, Ed adds that he could remember having to change the spark plugs on 200 unsold E-type Series 3s that were stored at Coventry airport because no one wanted them. Hard to believe now, but by the Seventies the E-type was simply no longer desirable.

Safety also figured highly in Jaguar's decision to go down the new route – rather than producing an E-type Series 4. Says Ed, "The XJ-S entered a totally new era where you could only sell a car if you proved the safety was right – the E-type never had to do anything like that. Safety wasn't thought of back then. So the XJ-S' raison d'être was to get through all these new safety issues."

Ed reckons more work went into making



the car safe and to pass legislation than went into its development. "I worked as an apprentice at Radford on vehicle safety and there were more rolling prototypes of the car than at Jaguar experimental. I can remember seeing a number of crash tests where the chassis rails were changed due to the results."

It was originally envisaged that Jaguar would produce two sports cars side-by-side: the XJ21 and a larger XJ4-based GT. However, Jaguar didn't have the resources to develop an all-new car (it had needed to merge with British Motor Corporation in September 1966 to finish the XJ6) and Sayer's large GT took priority while the XJ21 was quietly dropped.

Although other internal designers submitted their own designs, many of which had more traditional Jaguar lines, it was Sayer's that was eventually chosen. Handsome but angular, gone were the beautiful, soft curves that defined his previous work, replaced by a long bonnet, flat sides and a chopped-off tail. Basing it on the XJ saloon, the new car –

codenamed XJ27 for the coupe and XJ28 for the convertible – was larger than even the E-type Series 3, reducing its sporting aspects. They were further lessened when the open version was dropped shortly after work started on the car – Jaguar, like most other manufacturers, believed American legislation would outlaw such cars. In the event, these proposals did not become law, but, because America was still Jaguar's main market, the XJ-S (like other sports cars of the era, such as the Triumph TR7) was eventually launched as a hard top only.

Along with the memo that Sayer sent to Lyons he also included some sketches for the car. Two of the three possible rear ends showed a rear glass hatch similar to the Interceptor's (Sayer even described it as a 'Jensen type rear window'). A third had a pair of flying buttresses behind the side windows that swept down from the roof before joining the rear wings and almost encompassed the rear window. Due to the complexities of the glass hatch this simpler rear end was opted for. ►



Above and below: This full-sized XJ27 model made from hardwood dates from 1970 and shows that the car's basic design changed very little, only the grille, headlight treatment and bumpers would be significantly altered for production. Note the F-type badge to the right of the boot lid



Yet these buttresses weren't there for the sake of design but aided aerodynamics and improved stability at high speed and it's been said they performed a similar function to the tail fins on the D-type. Carefully shaped from Sayer's mathematical calculations, they controlled the airflow at a crucial area towards the rear quarters of the car, where the airflow is most turbulent. Sayer was right; although its frontal area was greater than the E-type Series 3, the car was aerodynamically superior with a drag coefficient of 0.39 compared to the E-type's 0.455

It's often thought Sayer designed the car alone, but Sir William Lyons' input can't be overlooked. He would later say of the development of the XJ-S' style, "We decided from the very first that aerodynamics were the prime concern, and I exerted my influence in a consultative capacity with Malcolm Sayer. Occasionally, I saw a feature that I did not agree with and we would discuss it. I took my influence as far

as I could without interfering with his basic aerodynamic requirements, and he and I worked on the first styling models together.

"We originally considered a lower bonnet line, but the international regulations on crash control and lighting made us change and we started afresh. Like all Jaguars, we designed it to challenge any other of its type in the world – at whatever price – and still come out on top."

The first XJ27 prototype was built in 1969 on a 102in wheelbase version of the normal 108in wheelbase XJ floorpan. Since it was decided that the car would be powered by Jaguar's new 5.3-litre V12 from the outset, the car's basic proportions were

agreed on from the start, and images of a very early mock-up show the car's design changed very little during its gestation, with only the details being modified. Sadly, Sayer wouldn't finish the car because he suffered a fatal heart attack in April 1970.

The head of Jaguar's inhouse design department, Doug Thorpe, completed much of the final work including the design of the rear lamps. Thorpe had previously worked for the Rootes Group's studio and the Donald Healey Motor Company where he had been involved in the design of the Austin-Healey Sprite Mk 2 in around 1960. It's not known when he joined Jaguar but in 1963 Sir William Lyons saw the need to start



a separate styling studio to cope with the expansion in new models and Thorpe headed the new department as chief styling engineer.

Thorpe, famously, wasn't keen on the car, but by this time the basic design had been finalised.

"I didn't favour some of the approaches to it," he said later, "but by the time we could make any significant contribution, it had gelled. The car didn't lend itself to face-lifting exercises; it was an entity in itself. I didn't altogether like the buttress effect and the twist that it had, but Malcolm Sayer, whom I approached on this matter, said it was applied for an aerodynamic spillage and had been deliberate on his part."

Thorpe and his team did tone down some of Sayer's more contentious visuals to make the car ready for production. That included a shallower grille, one-piece headlamp units and a remodelled tail with a central panel added to the boot lid to make room for a number plate lamp and lock. The car's design was finally frozen in 1972.

Despite being so different to previous Jaguar models, Cliff Ruddell, who produced a lot of the production detail drawings for the facia and door casings, said most people there liked it. "It was amazingly low and swoopy," he told me. "I don't really recall a lot of heart searching about the concept. It's easy in hindsight (having seen the XJ41, the X100 XK8 and the X150 XK) to question the XJ-S' family evolution, but we were so close to it, so involved in production details and initial road testing, to be worrying about the more objective bigger picture."

Cliff, as an apprentice in the experimental body shop, actually helped to spot-weld the very first XJ-S together. "While waiting for the first body to come off production tooling from Pressed Steel Fisher, Jaguar got Abbey Panels (local coachbuilders) to produce a complete set of body panels, which the experimental shop then built into a bodysell. When it was wheeled down the workshop on the day it arrived, everyone stopped and gawped. They were certainly amazed by it."

The job of getting the car ready for the road was taken up by Norman Dewis and his small development team. They spent time at both the MIRA test centre developing the ride and handling, as well as on the continent for high-speed runs. Amazingly, there were just three development cars: a brown one, green one and a red one.

"We had some bad camouflage," Ed tells me. "It consisted of really flimsy fibreglass sheets that we used to lay over the back of the car, and the biggest problem we faced was having only one roll of tape."

For Ed and his colleagues in the experimental road-test department, the XJ27 was just part of a long list of things happening, such as the XJ Series 2 and fuel injection for the V12. Because it shared much with the existing XJ6, the new car, controversial styling or not, was not seen as a big deal, although Ed does admit that he and the other two testers – Richard Cresswell and Peter Taylor – were all relatively young (in their twenties or early thirties), so they had few links with the past. "I joined Jaguar in 1970," says Ed, "so I grew up with the V12, which was space-age technology compared to what had come before, so I didn't carry any baggage about the D-type and E-type."

Not everyone in the test department felt the same way. Although he thought the car was technically good, the man in charge, Norman Dewis (who had joined Jaguar in 1952) didn't like its looks.

"To be quite honest, I wasn't all that keen on it," he tells me. "I said it looked like two people had designed the car – one the front, another the back – and put them together. And what do we want these buttresses for? I thought Jaguar was going down the wrong route and said so in my reports. But I was proved wrong."

THE XJ-S' RAISON D'ETRE WAS TO GET THROUGH ALL THESE NEW SAFETY ISSUES

The new car went on sale in September 1975 christened the XJ-S (however, an image from 1971 shows a prototype wearing an F-type badge). It was clear from the outset, though, that it was not aimed at the same market as the E-type. An early advertisement for the car read, 'September 10, 1975. A black day for Modena, Stuttgart and Turin' – a clear indication of which cars Jaguar was chasing. Forget MGs and Triumphs, the company now saw the Ferrari 365 GT4 2+2 and Porsche 911 as rivals. Even though it was cheaper than its Italian and German rivals, at £8,900 (\$19,000), this was the most expensive car Jaguar had ever produced at the time.

Initial press reaction to the car was mixed. While most journalists liked how the car





Above left: An XJ27 prototype from 1972 minus its bumpers. Above right: A 1971 clay model proposal for the XJ-S interior. Although the finished design was very different (note the traditional round dials) it's thought this was possibly the first full size clay model ever undertaken by Jaguar

drove, they were unsure about its styling. As *Autocar's* test in its September 13, 1975 issue read, "Whatever one thinks of the appearance of the XJ-S – for what personal prejudices are worth, not all of us find this Jaguar as immediately beautiful as several of its predecessors – to drive the XJ-S even for an afternoon is to admire it very much."

Mike Knepper, writing for *Road & Track* in America, went even further. "The Jaguar XK 120 set a standard for sports cars that was extended by the 140 and 150. The XK-E (E-type) set the motoring world on its ears when it was introduced in 1961. The XJ6 stirred the juices when it was brought out and the maturation of the XJ6 into the XJ12 was a significant occurrence. I guess I

expected more of the same with the XJ-S."

However, it was our own Paul Skilleter who probably best summarised the general feeling about the car in a 1977 edition of *Thoroughbred & Classic Cars*. "If the XJ-S suits your needs, then buy it – there is no better luxury 2-plus-2 touring machine in the world and it would be a constant joy and satisfaction. But if you want a Jaguar sports car, with the seats open to the skies and an urgent, cat-like agility and spirit which is the embodiment of speed itself, then sit back and muse of the days of XKs and E-types and the howl of the unfettered straight-six; for the Big Cat has grown fat and lazy and only hunts indoors." (You can read more about Paul's thoughts on the XJ-S during its original launch on page 60.)














Production figures for the early years show a car that didn't immediately find its niche. Starting at 1,245 in 1975 (when it was only on sale for four months), production in the Seventies peaked at 3,890 in 1977, before dropping away by



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the end of the decade. In 1980, just 1,057 were produced, a paltry number even for a specialist company like Jaguar. Perhaps one of the reasons was because Jaguar's dealers were unsure of the car themselves.

"I can remember my father going to Browns Lane to see the car before it was launched," says Chris Sturgess from the Leicester-based Sturgess Motor Group (Jaguar main dealer since 1947). He tried to describe what it looked like to me, but said it was very difficult since it had bits of other cars in it."

I ask Chris for his views on why sales were initially good before dropping away. "I think our launch went well," he says, "but, like

HIGH FUEL PRICES AND THE V12'S POOR ECONOMY WERE, PERHAPS, MORE FUNDAMENTAL CULPRITS


today, the people who want to be seen in the first cars will stick their name down for anything. Then, there's others who want to see the car and drive it before they place an order." Sadly, the XJ-S' wider parentage also played a part in people's apprehension about it. "I remember going to a race meeting at Mallory Park in our demonstrator and it causing quite a storm in the car park, good and bad. As we were getting back into the car I heard someone say, 'Leyland crap.'"

Yet it wasn't only the car's looks to blame for this anxiety... high fuel prices and the V12's poor economy were, perhaps, more fundamental culprits. Thanks to returning just 12.8mph (*Motor*, February 21, 1976), sales were so bad that Jaguar's management even considered discontinuing the thirsty V12 and introducing an XK-powered XJ-S. Production of the car ground to a halt in early 1980.

Jaguar couldn't afford to give the XJ-S a facelift, so it was slowly reborn into the luxurious and refined grand tourer it was

always meant to be. The more economical High Efficient version of the V12 from 1981 was an important element in the car's rebirth, as was the introduction of more leather and veneer into the originally stark interior. The difference was immediate – in 1982, production rose to 3,111 and, thanks to the introduction of the 3.6-litre and convertible models, it kept growing until it peaked at 10,665 in 1989.

These later XJ-S' became the blueprint for Jaguar's future grand tourers, the X100 and X150 generations of XK. Sit in an early XK8 and the interior's ambience is not unlike that of a late XJ-S.

Thanks to this sensible progression, 115,413 examples of this so-called controversial car were made over 21 years, 43,000 more than the E-type. Following 90,064 XK8s and around 54,000 XKs, it might have been a strange decision for Jaguar to change direction, but 40 years later, it's clear it was the right one. 

The red XJ-S featured is a rare (just 352 produced) manual transmission version and its quad headlamps were (at the time of manufacture) an export only variant



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Jaguar's new GT was a severe shock to anyone expecting a true sports car, which was confirmed when we first saw the car at the Cotswolds press launch



SPEED, COMFORT AND SILENCE

PHOTOGRAPHY
PAUL SKILLETER

Paul Skilleter reflects on his review of the XJ-S at its press launch in 1975

WE ALL knew Jaguar's latest sporting offering was not going to be a sports car: leaks, controlled or otherwise, saw to that. But when I first set eyes on the new XJ-S, at the car's UK press launch at the Dormy Hotel in the Cotswolds, in September 1975, it was more XJ saloon-orientated than I had expected. Yet in my report, which appeared in the October 1975 edition of *Thoroughbred & Classic Cars* magazine, I see that I commented little on the car's appearance, saying only that it still had "real Jaguar curves."

Whether this absence of endorsement of the car's styling was an oversight or simple diplomacy I don't remember, but the car was so different from any Jaguar before it that coming to a considered opinion was, perhaps, going to take some time. The verdict in the US arrived rather more quickly. Not long after I expressed (or not) my views, it became clear that the XJ-S was a disappointment to

American enthusiasts that had been brought up on traditional Jaguar sports cars. They wanted an 'F-type' two-seater. They would have to wait a very long time...

I noted that the XJ-saloon-based XJ-S was, "The last Jaguar to be designed under the aegis of the immortal trio of Lyons, Sayer and Heynes," the XJ27 project having begun in 1969. And yes, the new car was clearly an altogether different animal compared with the V12 E-type that had preceded it, being "very definitely" a high-speed tourer, not a sports car, "giving in return for the loss of an ultimate power-weight ratio a standard of comfort, silence and ride that I am sure has never been offered in a similar car before."

Enlarging on the car's dynamic abilities, I further emphasised its, "unique blend of speed, comfort and silence – I can't think of any other car in the world that is endowed with all these attributes in one package, Rolls-Royce and Mercedes included." Nor did I consider that the comfort aspect



had incurred sacrifices in the handling department. "You can't exactly say," I wrote, "that it handles like a pure sports car, but it appears to get as close to that objective as is possible with a car of that size and character."

I excused the absence of a five-speed manual gearbox (we knew Jaguar had developed one) on the basis that the 5.3 V12's torque was such that an extra ratio wasn't needed. In fact, it transpired that few XJ-S customers were interested in selecting their own gears and only an estimated 352 manual V12s were ever made.

The Cotswolds offered few roads that allowed us to properly assess the XJ-S's superb high-speed abilities, but successive road-test XJ-Ss over the next 20 years (including HE, convertible, XJR-S and 6.0-litre) proved to me again and again that the V12 XJ-S lived for 120mph-plus speeds, where that blend of performance, stability and refinement elevated it head and shoulders over almost anything else on the roads. Unfortunately, few XJ-S owners had either the inclination or opportunity to extend their cars in this manner and, in consequence, never knew how good their car really was.

But even back in 1975 I found it "interesting" that Jaguar should still promote the car on the basis of its 150mph-plus top speed, "despite petrol scares and spoil-sport legislation almost throughout the world" (which sounds rather familiar).

Forty years later, has my view of the XJ-S changed? Essentially, no. I am still ambivalent about the coupe's styling, but I would continue to maintain that, for many years, the V12 was the world's best all-round luxury GT. **POS**

Below: The XJ-S had a superb stance and sits lower than most modern GTs

Below right: The flying buttresses were a hallmark of the XJ-S for years, and still arouse controversy



Jaguar's V12 engine had acquired fuel injection, and by the standards of the day was silky smooth and immensely powerful

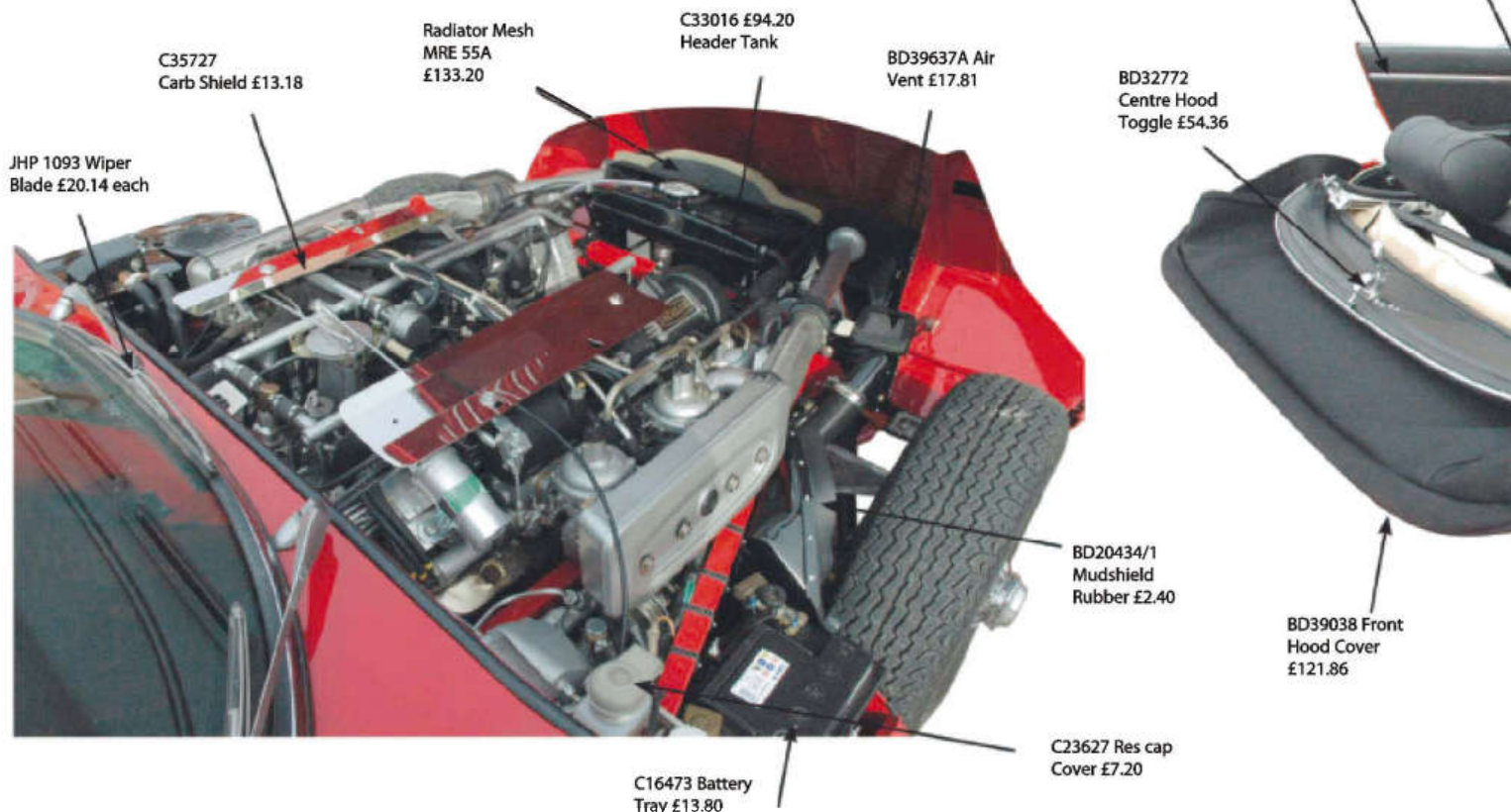
The original car's interior was rather more sportingly austere than its exterior, and Jaguar belatedly realised that customers for this sort of car wanted traditional Jaguar veneers and leathers



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WORDS AND PHOTOGRAPHY JIM PATTEN

FLICK THROUGH any Jaguar handbook across its long model history and the Castrol name remains steadfast throughout. The association goes back a long time as Castrol oiled the very machinery within Jaguar. With the advances in automotive sophistication, the need for these earlier oils lessened, only to be reignited with the burgeoning interest in the old car movement – and with it came Castrol Classic Oils.

Martin Bentley and David Sculthorpe both

have a background steeped in the classic car industry, and for years have been stalwarts in the supply of parts for MG, which today is also backed by other models, too. It was in the Nineties that Martin became acutely aware of certain shortcomings within the oil industry for the older car. Castrol was the manufacturer traditionally used by the cars he was familiar with, but its range of oils at the time did not include any of the traditional grades. Curious, Martin was able to arrange a meeting at Castrol where the findings were both interesting and

unsurprising. Although supportive and keen to help, the classic market sector was too small for what was, after all, a very large multi-national company.

But, there was a solution. If Castrol was to supply its blenders with the correct formula and hand the entire operation over to a third party for distribution, it might just work. From a genuine enquiry based on concern, Martin and David were catapulted into the world of oil as they took on the role and responsibility for Castrol Classic Oils in 1994. Fortunately, they had just relocated to premises large



TEAM COLOURS

Castrol has a long association with Jaguar, so it seems only right that a green E-type is parked outside the Castrol Classic building

enough to factor in any growth.

Initially, the contract was for a limited period to allow both parties time to establish the validity of the market sector. Using a logo first seen in 1946, all packaging featured the traditional Castrol green. Operating under the Castrol Classic Oils name, Martin and David had the sole rights for worldwide distribution of all the Castrol classic oils. The market place was immediately receptive with many specialists taking advantage of both the quality product and the sense of tradition that the

name carries. All stock is delivered directly to the Castrol Classic Oils' warehouse in Cambridge, from where it is despatched to the various specialists around the world. Both parties happily renewed the contract as the sector grew, a situation that has now worked well for 21 years. As time goes on, more products are added to further enhance what is already a comprehensive range.

Castrol made sure that any formulation would be to the original specification covering a range of automotive applications from 1900 through to 1980, effectively

encompassing the veteran, vintage and classic range, of which they have full records. The product range is extensive and covers everything a Jaguar owner could want and is split into groups: engine oil, grease, gear oils and brake fluids. There are extras, too, such as lead replacement additives, not necessary on Jaguar engines, of course.

For most, the XL20w-50 oil will suit virtually all engines, although many single-weight oils are popular too, especially as today's use is not as challenging as the daily grind throughout the seasons when new. ►

The vital consideration is that the right oil for the right application is used. Modern formulations accommodate a different set of requirements to those of the classic era. The latest API ratings suit today's engines with tight tolerances and catalytic converters. Put that oil in an engine with cork or rope seals, cog-driven oil pumps, wider oil-ways and generous tolerances and there will be trouble. These different

demands require a totally different blend. Oil has developed at the same pace as engine advances and has a different set of parameters. So, be in no doubt, the oils of the day are best suited.

Castrol's blends are to the original viscosities and vital to the engine, and have retained the necessary levels of anti-wear additive, known as ZDDP (Zinc Dialkyl Dithiophosphate), that offers maximum

protection against wear. There are other considerations, too, like the correct level of detergent content, but we'd be in danger of giving a science lesson if we explored that commodity in too much depth. It's enough to say, "Oil is not just oil," and even the same viscosity rating from different manufacturers will vary depending on their formulation. The basic advice is to consult the handbook, choose the correct oil, and change according to the recommended frequency.

The classic range covers a Jaguar's every need. There are the correct greases for chassis and ball-joints, with its Spheerol SX2 suited to wire-wheel splines. Red rubber (for hydraulic applications) and water pump grease complete the listings. All types of gear oil, including Axle Z LSD 90 for Jaguar limited slip differentials are in the range, too, and brake fluids are to Super Dot 4 (with SRF for racing), with the HSMO mineral fluid developed for use in the XJ40 onwards. There is also a similar fluid for Rolls Royce.

For the multi-car owner, oils come in a variety of sizes – a 20-litre home workshop drum being ideal if you have a couple of Jaguars, 208-litres if you have a fleet!



And, of course, the brand would not be complete without the regalia. Look at a garage wall dressed with period-style prints while you work in white, Castrol-branded overalls. Ah, the bliss of nostalgia.



Martin and David are both keen, old-car people, Martin also riding classic bikes. For some time, David had harboured thoughts of buying an E-type, but it had to be right – or at least have the potential of a good car. In the spring of 2010, David found what he was looking for: a 1965 Series 1 4.2 fixed head coupe on offer with the Carriage Company in nearby Silsoe. It had a Series 2 bonnet and, while there was some mild corrosion around one sill, the car had matching numbers (the engine number being that shown on the chassis plate) and correct in all other details. The interior was absolutely original and oozed that glorious patina we all seek. What's more, it was finished in a green that was



With the cylinder head by Rob Beere, Alisdair Southall made a great job of the 4.2-litre engine



Interior is nicely mellowed

close to Castrol's own colours. It was meant to be. Initially, the idea was to get it into a workable condition before moving on. But, as anyone restoring a car will know, a project takes on a life of its own. David decided to go through the entire car, leaving nothing to chance.

Fortunately, the company is familiar with full-scale restorations, having considerable experience across the range. But, for David, this was not a car to just run through the company; he wanted an involvement, too. It was vital to David that he retain the period feel that had attracted him to the car in the first place, but that could be difficult with so much going on. At least mechanically it would be a relatively straightforward nuts and bolts job.

The body, though, would be the most unpredictable part of the restoration and, knowing how perilous this area could be, David was thankful that nothing structurally unsound was found. In fact, the corrosion was little more than that first seen. Confident in his own bodyshop, it was tasked with getting everything right. It wouldn't be a back-to-metal job because that desire to

maintain the period feel dominated. Getting the colour to match without any hint of deviation could have been difficult, especially when that colour was thought to be Jaguar Sherwood green but turned out to be closer to a Vauxhall shade. With diligent blending, though, the right colour was arrived at and the colour match is seamless.

While the bodywork was progressing, the mechanical components were sent to John Fordham, who systematically went through everything, while Rob Beere did an excellent job on the cylinder head. Alisdair Southall rebuilt the rest of the engine, reuniting it with the RB cylinder head. Other tasks involved rebuilding the gearbox and independent rear suspension, including the differential, with everything to standard specification. There were one or two deviations from standard, like the extractor manifold on the stainless steel exhaust system, but they were more out of convenience.

The entire restoration took around three years to finish with David achieving exactly what he set out to do. Inside, nothing but a clean and refresh was done to the seats, while the other items also responded well. ►



Exemplifying an E-type in standard set up, with brilliant handling

By 2014, the sympathetic restoration was complete.

Castrol and Jaguar are both sponsors of the Bloodhound speed-recordbreaking car, which was going to appear at the Wilton Classic Car show, so they decided that that should be the first public outing for the E-type. It proved the perfect promotional tool for Castrol Classic, too.

Like any rebuild, there is still some work to do, but this will be picked up as time goes by. The most important thing now is to get out and have some fun.



The day is fine as I pull into the car park at Castrol Classic and see the green fixed head coupe parked in the sun. Alongside, is Martin

Bentley's Matchless CS 650. We chat awhile admiring each other's pride and joy (I drove my own E-type there), when a primrose Series 1 4.2 fixed head joins us. By pure coincidence, the company's gearbox supplier is making the most of the day by combining a courtesy call with a drive in his Jaguar. We smile and are content. Then, it's back to the day job...

I give David's car the once over. They've done a splendid job and I approve of the interior, still living the life it started back in 1965 – these seats are untouched. The whole restored car actually looks unrestored and I struggle to find the join where the new paint joins the old. That's not meant as a criticism, far from it. The skills involved in making something appear as though it has never had a spanner on it is quite remarkable.

It's a comfortable place behind the wheel as everything is so familiar. Turn the key, and it's an easy starter with all gauges

showing decent readings as it settles to an even tick-over. The clutch is surprisingly light and very easy to use as I select the first ratio from the standard all-synchromesh gearbox. This is rural Cambridge and today the traffic is light. We drive past large, flat fields where crops are due to be harvested any day. This is a very responsive E-type. Performance is extremely strong, pulling well in every gear. Extend the revs and it flies. Pull at low speed in high gear and the torque makes it easy. The bends are fast and flowing, allowing the E-type to be flicked from side to side with ease. Handling is predictable and surefooted. Push harder and the pleasure grows. Obviously, there isn't the scope to explore the ultimate capabilities, but I'm guessing Italy's Stelvio Pass would be a delight.

The brakes work in harmony and easily have the measure of the speed. Anyone considering upgrading their E-type might consider driving a car like this before spending their hard earned, because, in standard form, a well-set up car takes some beating. David chatted about those little jobs still to do, a bit of trim here and there, possibly altering the height of the clutch and brake pedals, but otherwise this is a go-anywhere Jaguar. It will be seen too, promoting Castrol Classic Oils. It's great to see the two classic brands back together, although one might assume that they were never really apart. ■



Promoting the brand

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WORDS AND PHOTOGRAPHY JIM PATTEN

SIXTIES SHABBY CHIC

This Mk 2 has covered just 26,000 miles and has been unused since the mid Seventies

BOUGHT NEW by Guest Keen & Nettlefolds, or GKN as the company is more widely known in the automotive industry, the order for this 3.8-litre Mk 2 was carefully thought out with many intelligent options added.

For a small company like Jaguar, developing a unitary construction saloon

for release in 1955 could have been disastrous. The step from relying on a rigid separate chassis carrying a body of indeterminate strength to a situation where the body alone was to adopt the dual role was greater than might be anticipated. Rather than take any risks, a considerable engineering exercise resulted in a rather over-engineered bodyshell of incredible

strength. Two engine options were offered, a smaller 2.4-litre or the 3.4-litre carried over from the XK and Mk VII range. With experience, it was possible to slim down the bodyshell for the next model without losing any of the integrity of the original design. In 1959, the Mk 2 replaced the outgoing 2.4 and 3.4 saloons. It came with a modernised slimmed down shell, allowing the use of



from a full menu of modifications – from cosmetic to engine tuning and suspension upgrades. A so-called Coombs car is a rare and cherished item today. Perhaps less known, though, is that Jaguar would also satisfy certain customer's requirements. One such was GKN.

GKN has its roots in iron – back to 1759 when the Dowlais Ironworks was founded in Wales. The timing in the exciting age was perfect and it became one of the world's foremost industrial companies. In 1864, Ivor Guest was the owner and he merged the company with Arthur Keen's Patent Nut and Bolt Company in 1900 to become Guest, Keen & Co Ltd. In 1902, Nettlefolds Ltd, a manufacturer of fasteners, was acquired and the name became Guest Keen

& Nettlefolds – or GKN, as we all know it.

From then on, there was no stopping the meteoric growth with the company becoming a key player in the fledgling motor industry. Engine components, joints and much more were produced by GKN and its acquisitions, far too many to mention here. Just look at the bolt head of any classic Jaguar and many will bear the GKN markings. Disposals and acquisitions became quite complex, and today GKN is truly a multi-national company, split into many different operations, with perhaps GKN Aerospace the most-known face.

In October 1960, GKN bought this Mk 2 through PJ Evans in Birmingham. Now firmly a Birmingham company, GKN secured the registration 1 COA



Fabulous 3.8-litre engine with sand-cast, two-inch SU carburetors

greater glass area, which updated a saloon that clung onto its pre-war traditions.

Adopting the philosophy that has held Jaguar in good stead over the years, the new saloon evolved using as many available parts as possible. A new 3.8-litre engine had joined the range to become the ultimate power plant. As for the interior, the design of the dash would be echoed across a range of models to include the E-type and S-type family. In basic principle, it transcended a new age to grace the first XJ saloon. Jaguar's compact saloon proved refined and extremely quick, so quick that few sports cars could match its performance.

This soon translated into success on the track and rally field, where the previous model had also been victorious. Jaguar's name was represented on track by individual race teams, with names like Coombs and Equipe Endeavour passing into folklore. As a Jaguar dealer, Coombs was in a position to offer any number of upgrades



Derrington steering wheel uses the standard horn push

HISTORY

GKN MK 2

(COA was a Birmingham allocation). The first registration document still exists and it shows Guest Keen & Nettlefolds (Midlands) Ltd to be the first owner, with GKN Screws & Fasteners Ltd as the second. Both bear the same signature, which we read as S Lockwood (but in truth, we are not sure). What is significant, though, is the number of extras and upgrades ticked in the option boxes. The full-length Webasto sunroof is the most obvious, but there is no doubt that this would have been handled by the supplying dealer. External features include wire wheels, bullet wing mirrors and a bulkhead spotlight. Both front and rear overrides were removed. Wire wheels apart, we speculate that these parts were fitted post-GKN.

Inside, period racing-style buckets seats were specified along with a Derrington steering wheel. Pop the bonnet and there you'll find a pair of sand-cast two-inch SU carburettors, while the engine number

sprouts a -9 at the end,



signifying a 9:1 compression ratio. This Jaguar had clearly been carefully thought through, encompassing the very best of what would have been available in 1960.

The history file makes no reference as to who would have been the custodian at GKN, although the signature should give a clue (had we been absolutely sure of the name). Would the car have been a regular visitor to Jaguar or possibly seen at the various circuits? If this rings any bells, we would love to know.

It seems that after GKN, the Mk 2 circulated in the trade, maybe as a result of a part exchange for a new model. It resurfaces as a lineage advert in *Autocar* on February 28, 1964, when Speedwell Performance listed it as, '1960 3.8 overdrive, radio, blue, 26,000 miles only: £895'. The telephone number is a charming 'Speedwell 2226'. In October of the same year, the next entry in the buff log book appears as Michael Toombs of Norton near

Gloucester. Toombs, it appears, was a real eccentric in the mould of Denis Jenkinson, the well-known journalist and occasional racing driver. His house had no electricity and little – if anything – was ever thrown out. Some of this is reflected in the various magazines in the car. There was the April 1969 issue of *Car and Car Conversions* featuring an advert for the cable-operated bullet wing mirrors and separate reversing light that Toombs bought and fitted to the car. The Mk 2 remained with Toombs until his death, during which time he covered a mere 900 miles. The only evidence of a decent trip is hinted at by window stickers for the 1965 British Grand Prix (which, for the record, was won by Jim Clark in a Lotus-Climax with the top five places occupied by British drivers).

What isn't in doubt is the tinkering Toombs got up to. A sole photograph exists of Toombs, where the Jaguar now wears the bullet door mirrors and bulkhead spotlight. At this stage, the overrides are



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HISTORY

GKN MK 2

in place and there appears to be something covering the bottom of the radiator grille, a common ruse to encourage an early warm up of the engine. For some unfathomable reason, the headlining was painted with white emulsion.

The car has been known to Greg at Jaguar Kingdom for some time – when the chance came to buy it out of the estate in 2011, Greg secured a deal. It was a difficult car to evaluate, though. On the one hand, it is so totally genuine; on the other, it did need recommissioning. Knowing it had been running, he very carefully went through the routine of getting the engine fired up again, and apparently it ran very sweetly. The broken bullet mirrors were removed and replaced by later versions. Eventually though, he decided to sell the car on, and that's where Mike Wilkinson of M&C Wilkinson enters the story.

As soon as Mike saw the car he got that tingly feeling. There was no question of listening to the engine running; he didn't want to take any chances. His initial thought was for a sympathetic restoration. But first, there would be a full evaluation. Toombs had sprayed various sections of the body with a close matching aerosol. But beneath this, it was extremely sound. On the ramps, it was seen that the underneath was covered with dry sand. Incredibly, though, there is minimal rusting. Inevitably, a client of M&C Wilkinson took a fancy to the Mk 2 – he already owned an E-type and C-type replica – and they agreed a sale. However, the conditions of sale were that it should not be restored in the usual sense; where possible, the hands of time would be reversed and the philosophy of conservation would be



adopted. That wasn't to abandon anything that Mike Toombs had done, far from it. He was the long-time owner and was a part of the story. The bullet-style mirrors would be re-instated and the bulkhead spotlight would remain. Overrides, though, would be reinstated and something would have to be done about the painted headlining.

It isn't often that we get to feature a car prior to a restoration, when it is, in fact, a non-runner. This is that rare occasion. As the lads in Mike's workshop took up the task of pushing the Mk 2 into an appropriate spot outside, it was then that I started to get an idea of just what this car is about. Okay, it looks shabby. Few would give it a second glance. But I could see the years fall away to when the car was delivered to GKN in 1960.

At first, I see the period bucket seats and Derrington steering wheel, items of value and interest in their own right. That they have been in this position since 1960 only adds to the provenance. Inside the glove compartment, old Embassy cigarette boxes full of spare bulbs lay where they were left. There's a parking permit for the Borough of Cheltenham, with a Castrol strap line. The speedometer shows just 26,909 miles. Beneath the bonnet, the plug leads and coil have been changed, but those sand-cast carburettors remain in place along with many period fittings.

Then I delve into the correct fittings for an early Mk 2. The door frames lack the support for the chrome surround. Inside, the accelerator pedal hangs from above, rather than the organ-like control adopted

for subsequent production. The headlining has been tampered with, but the sun visors certainly appear to be the recessed type. The instrument centre panel is matt black, not crinkle vinyl-covered as was later adopted. And then, of course, there is the history file with a range of documentation that includes the Webasto brochure, 1964 Autocar and a sole photograph of Toombs with the Mk 2.

It seems odd to become so excited about a car that can't even be driven. But this car has it all. M&C Wilkinson will now begin a very challenging restoration. Rebuilding the engine and running gear will be fairly routine, but somehow, though, it has to deal with the headlining and body without making it look factory fresh. It will certainly make for a fascinating project and one that I look forward to seeing finished. ■



Thanks to: M&C Wilkinson (www.mandcwilkinson.com)

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WORDS **CRAIG CHEETHAM** PHOTOGRAPHY **PAUL WALTON**



CUTTING A LONG STORY SHORT...

We talk to Frank Marsden about a one-off stretched version of the X300-based Daimler Six, built by Jaguar's Special Vehicle Operations unit at Browns Lane

"THE COMMON theme was the doors," says Frank Marsden, former SVO manager at Jaguar. He's talking about three versions of the XJ Series that were taken to a styling review in 1995. The vehicles in question were a coupe version of the XJ40 with a V12 engine (see *JWM*, December 2013), the Daimler Corsica convertible and a stretched version of the Daimler Six. "The longer saloon was a logical progression really," Frank tells us. "We'd decided to put forward designs for the coupe and convertible, both of which would be better with a door that was significantly longer than that of the standard X300 saloon. At the same time, we were very much aware that our presence in the limousine market had come to an end with the demise of the DS420. If that was to be replaced with a similar vehicle, it would have needed a full, new-model programme; unlikely to be an economical proposition."

SVO's solution, under Frank's leadership, was to add an extra 13in to the wheelbase of the standard X300 saloon. The 13in were no coincidence, either, as there was a very strong economic argument for it. By using the nine-inch longer door and glass designed for the coupe and convertible, plus a four-inch longer rear door, the extra length could be added in either side of the B-pillar. Indeed, you can still see a split in the rubber window seals on the front doors, which would have been seamless had the car ever reached production.

The other changes required were a new roof panel, revised midsection for the floor, a longer propshaft and an extended wiring loom. ►



PROFILE

STRETCHED DAIMLER SIX



Top left: The X300 limousine under construction at Jaguar's SVO in the mid-Eighties

Top right: Nick Scheele, Jaguar's chairman between 1992 and 1999, used the limousine as his personal transport

Above: This styling review shot of the car shows its original two tone blue colour scheme

Since its reappearance last year, the X300 limousine has become colloquially known as the 'Double Stretch', but Frank is at pains to point out that he never knew it as that.

As the roof panel was one part that would be entirely new, the SVO team also took the opportunity to raise the roofline by two inches to give more generous headroom, answering one of the criticisms levelled at the X300 by the motoring press at the time of the model's launch. The effect also balanced out the styling, as the longer roof would have made the car look too flat if it had been left at standard height. "There was a gap in the market that we identified," says Frank. "A gap occupied by company directors, mayors, dignitaries and the like.

We would have an elegant design, suited to the chauffeur market.

"The volumes weren't huge, but then again, neither was the investment. We'd have been looking at sales numbers in the hundreds, but the cost of making the car would have been easily offset. The economics added up."

So why was it, then, that the long, long-wheelbase X300 never made it past the styling review stage? "In the end, it boiled down to a decision from Manufacturing," Frank tells us. "The car was too long to fit into the paint shop at Castle Bromwich, and there was concern that paint quality could not be achieved externally, especially considering the status of the expected customers."





It's ironic, then, that the car became a personal favourite of the late Nick Scheele, who was then Jaguar's chief executive. Apparently, on the day of the styling review, he had an evening meeting in London and had taken quite a shine to it. "He came over to see me near the end of the review, saying that he had a meeting in London that evening," says Frank. "Then he asked if he could use it for that. We'd registered it a few days before and it had only been driven from the SVO department at Browns Lane to Whitley. Fortunately, he got there." It ended up becoming his work vehicle of choice for the next 18 months or so – whenever he had a meeting or event that he was driven to, he'd go in the stretched Daimler.

Bottom left: The double stretched's dashboard is standard although the rear seats have extra leg room

Below: The rear doors have privacy curtains

Bottom: The Sony video recorder is connected to two screens in the front headrests

FRANK MARSDEN

Born in Blackpool in 1935, Frank Marsden worked for Standard-Triumph, Rootes Group and motorcycle manufacturers BSA and Norton-Villiers before joining Jaguar Cars Ltd in 1975. He specialised in advanced engineering and CAD systems, and was instrumental in evolving the brand's engineering thinking towards a more dynamic, modern and computerised approach. In 1993, he took over as manager of the Special Vehicle Operations department (SVO), motivated by a desire to get back to basics, where he remained until his retirement in 1997.



It was also the car used at his funeral in 2014, following his sudden death. "There's a poignancy in that for me," says Frank. "I liked him. He was very pleasant, always friendly and he knew everyone's name. He obviously liked the car. I didn't realise it was that important to him. When I found out, it was moving, to say the least."

Originally finished in two-tone light blue over dark blue, the car was repainted in two-tone grey at some stage, though the interior remains as it left the SVO factory. It's mostly standard, the only bespoke areas being the rear privacy curtains, front and rear telephones, a Sony video recorder, and TV screens located in the headrests of both front seats. A subtle Special Vehicle Operations' logo is etched into the wood panel above the glovebox as a reminder that this isn't just a standard Daimler Six.

The car is powered by the 4.0-litre AJ16 engine as found in many X300 variants, though logic would suggest that a V12 variant would also have been available, should the car have made production. "The six cylinder was fitted to maintain some relationship to the DS420," says Frank. "Either engine would have gone in as the required changes weren't that great."

PROFILE

STRETCHED DAIMLER SIX



Above: The X300 limousine is powered by Jaguar's 4.0 straight-six since it maintained some relationship with the Daimler DS420

It could also have been a success, had the decision against putting it into production gone the other way. "Of the three concepts we put forward as part of the styling review, it was the one that would have been easiest to put into production quickly," Frank says. "It wouldn't have needed to sell in huge volumes to be worthwhile either, as it would have attracted a premium price."

It's certainly elegant, with harmonious lines that have clearly been developed in alignment with engineers rather than an aftermarket conversion – and, as such, we can't help but agree with him. But then, we would love to have seen the Daimler Corsica and an X300 Coupe as production cars, too. 🇬🇧



DRIVING IT TODAY

From behind the wheel, the 13in stretch initially feels like any X300 Daimler – well appointed, trimmed in high grade, fluted leather and wearing smart cherry walnut veneer wood inserts on the dash. Look around you, though, and the subtle changes become more apparent. There's a discreet Special Vehicle Operations' logo on the dash, and the extra couple of inches' headroom is immediately noticeable.

Glance in the rear-view mirror, and the effect is even more noticeable. Not only is the rear window further away, and the whole glass area more airy, but there are curtains, complete with matching tiebacks. The view in the mirrors is limited, too. They were never the X300's strong point, but are even less so on the stretched version – especially because the electric mirror adjuster (as on so many X300s) has snapped free, meaning they require manual adjustment. But then, the car has covered 42,500 miles. That's a lot for a styling prototype, the vast majority of which never get to see a real road, let alone clock up a decent distance.

And the mileage invites us to consider one big question: if the car was used so much, then clearly Nick Scheele was a big fan, and did he, we wonder, want it to go into production and used the car as his own transport to try to convince Jaguar's financiers in Detroit to give it the green light? We'll probably never know. But what we do know is that the stretch was, indeed, the ideal vehicle for its target market.

Up front, it feels heavier, slower and a little less agile than the standard SWB X300, but that's no more than you'd expect, especially as the X300, with such a wheelbase, has never seen the individual focus of Jaguar's legendary ride and handling engineers. It was never intended as a road car, after all.

But from the rear, which was – quite literally – the business end, it's supremely comfortable. The opulent Daimler interior, with tailored lambs' wool over-rugs and walnut picnic tables, is a serene and relaxing place to be, and if you're used to being ferried around in a normal-length X300, the additional legroom makes a sensational difference. The 13in stretch is the very epitome of what a chauffeur-driven Daimler should be. And for that, we're sorry it never made the light of day.

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WORDS & PHOTOGRAPHY **PAUL WALTON**
ARCHIVE IMAGES **WILCOX LIMOUSINES**

Stretched marque

Wilcox Limousines is the only independent coachbuilder fully sanctioned by Jaguar and, this year, celebrates its 1,000th limousine to be based on an aluminium XJ. We visit the company's Wigan workshop to find out more

IT'S A sad but, ultimately, true fact that at some point we will all require a hearse to transport us to our final resting place, plus a limousine for the (hopefully) mourning relatives. With such a constant market, it's unsurprising that several coachbuilders produce such vehicles – based on a wide variety of cars – from Mercedes-Benz through to Vauxhall.

Jaguar XJs, being large and luxurious, have always been a popular choice for funeral directors and, since 1992, they have only gone to Wilcox Limousines – the sole company allowed by Jaguar to produce stretched limousines and hearses based on its cars. After 23 years, working with five generations of XJ, Wilcox enjoys a close relationship with Jaguar that has resulted in a strikingly unique range of cars.

William (known as Bill) and May Wilcox started the company in the late Forties.

After the war, Bill was awarded a contract with Ealing Studios to supply vehicles and began chauffeuring the actors and film crew. He soon realised he could make more money buying and selling limos rather than just driving them. When, in 1948, funeral directors began asking for matching hearses, Bill saw a market opening and started building them based on the Vanden Plas Princess chassis. An important turning point for the company came in 1968, when Wilcox began an association with Jaguar, offering Daimler DS 420-based hearses and later, in 1984, became an authorised Jaguar dealer, buying cars directly from Jaguar.

Although the big Daimler remained an important model for Wilcox – the company took 40-50 percent of the model's annual production – its own yearly tally remained small. Just nine hearses a year, and the order books were full. More modern

production methods were needed, so, in 1985, Wilcox (now run by Bill and May's sons, Peter and Paul, following Bill's retirement in 1974) decided to concentrate on building the cars in bigger numbers by starting a separate coachbuilding company called Eagle Specialist Vehicles Ltd. Wilcox's headquarters remained in High Wycombe, but they chose the North West of England for this new operation. Explains Martyn Templett, Eagle's director and general manager, "Due to several bus and caravan builders in the area, there was an existing wealth of coachbuilding skills up here."

When production of the DS 420 came to an end in 1992, Wilcox wanted to continue its affiliation with Jaguar, and took the momentous decision to build a limousine and hearse based on the XJ40. Unlike the Daimler, which was still hand built, making it easier for coachbuilders to convert, the



Top: Bill Wilcox

Top right: The completed glass fibre roof panels for the hearse

Above: An XJ after being stripped. This process takes 18 hours

Left: Just some of the XJs waiting to be converted

**Opposite page
Freshly painted
XJ limousine and
hearse**

saloon used a modern monocoque; even with Jaguar's support it was a colossal engineering challenge. Jaguar was not interested in the stretched saloon market (although it did build a one-off prototype based on an X300 Daimler Six in 1995 – see p76), but, in 1992, it granted Wilcox exclusivity to build Jaguar-based limousines and hearses.

According to Martyn, the subsequent X300 and X308 generation of XJs were very successful for Wilcox due to their more traditional design compared to the XJ40, as was the X350 in 2002. However, whereas its predecessors were made from steel, this new car was constructed almost entirely from aluminium. Wilcox and its Eagle offshoot had no experience of working with aluminium, so the new car also posed a technical challenge.

Says Rikki Dillon, Eagle's engineering director, "Converting steel cars is relatively simple. By comparison, the bonding and gluing processes needed with aluminium is more akin to aircraft technology and takes three times as long." Jaguar also did not have recent experience manufacturing cars from the lightweight material, so when it was developing the X350 it turned to an independent Northampton-based engineering firm to build its prototypes. Sadly, this company went into receivership in 2004 – a tragedy for the staff – but it offered a solution to Wilcox's aluminium issues.

Says Rikki, "Here were all these guys who had the skills needed to convert the X350 into a limousine, so Eagle employed five of them, setting up in a new unit in Northampton." Rikki was one of those five. Today, this Midlands outpost employs 17 people and is an important part of Eagle's manufacturing process.

Being the only independent coachbuilder to be approved by Jaguar is important for European approval, for which, "You need the sanction of the OEM (original equipment manufacturer)" explains Rikki. "Jaguar provides us with a certificate to prove we have had access to all the information required to build these cars safely."

This is just a part of what Rikki calls a 'fantastic relationship' with Jaguar. "We are also given advanced warning when

INDUSTRY WILCOX LIMOUSINES

a model is to be stopped so we can plan ahead. When production of the X358 (the facelifted X350) finished, we bought a year's supply of cars, plus parts, allowing us to carry on production until the X351 arrived." In preparation for the new XJ, Jaguar provided Eagle with a pre-production example, three bare shells and all the car's data so the engineers could design the hearse and limousine. It proved a bigger job to convert than the previous model because of the X351's coupe shape, even though the chassis is roughly the same.

Says Rikki, "Earlier Jaguar saloons – including the X350 and the X358 – were quite boxy and square-edged so they were easier to stretch, but because the X351 is very sporty, with curved and stylish lines, we couldn't just pull it apart, put a middle in and join up the dots." As well as being stretched by 1.2m and a middle door added, the roof had to be raised by 50mm to keep the car's side profile balanced and to improve rear access.

The result is a limousine that retains all the style of the base vehicle, which is important because once the basic design of the XJ limousine was finalised, Jaguar's design director, Ian Callum, travelled to Wigan to approve it.

"We've worked closely with Jaguar for 20 years," says Rikki, "but it's only recently that the company has wanted more influence on our designs to make sure they aren't going to diminish the brand's image."

Eagle produces 100 Jaguar-based limousines and hearses a year and when I arrived at its Wigan site there was a stockpile of brand new XJs waiting to be converted. "We have 33 in production at any one time," Rikki tells me. "Outside of Jaguar, we must have the biggest collection of XJs anywhere in the country."

The cars are stripped at Eagle's Wigan facility (a process that takes 18 hours) after which the rolling bare shells go to

Northampton to be cut in half, stretched and, in the case of the limousine, have the roof raised. Next, the middle door is added – a rear door from a long wheelbase XJ – and the doorframes altered due to that higher roof.

The cars are then transported back to Wigan to be sprayed in Eagle's own spray booth, before being put back together. This is mainly done using the parts that came off the car originally.

The hearses go through a similar process, but return to Wigan minus the roof and side panels. Wilcox makes these from glass fibre and moulds and fits them to the car on site.

Although the cars are rebuilt to the same specification as they left the factory, there are one or two technical changes. In the hearse, for example, the air suspension pump has to be relocated from the boot floor to behind the right-hand-side panel, and, of course, the wiring loom needs to be lengthened in both cars.

The front and rear seats are the originals, and the middle seat (crash tested to make sure it will be safe in the event of an accident) is built in-house, covered in exactly the same hide that Jaguar uses. OEM parts are hugely important since they give the cars a factory feel. ►



Above: Several hours are spent refitting the interior

Middle: Each car that Eagle converts has its own serial number: limousines start with a 6 and hearses with a 9

Below: A limousine freshly returned from Northampton showing the new doors and raised roof



The Wigan factory is where the cars are stripped and reassembled after returning from Northampton



Top: Thanks to its classic looks the X300-based limousine was a very popular car for Wilcox

Above: Wilcox's Northampton facility during the X350 generation of XJ era

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07/15

INDUSTRY WILCOX LIMOUSINES

Wilcox spends 850 hours building a limousine, and 1,000 on a hearse. Delivery to the customer takes nine months: three months to get a build date on the production line, three months for the XJ to be built at Jaguar's Castle Bromwich plant and three months for Eagle to convert the car.

Prices might start at £130,000, but that doesn't seem to be a problem for Wilcox's loyal customers. In February 2015, the 1,000th limousine based on an aluminium XJ was delivered to its new owner, making the model one of the best-selling British limousines of all time, a fact not lost on Paul Wilcox, CEO at Wilcox Limousines. "It's a fantastic achievement and something we're enormously proud of," he said. "Our relationship with Jaguar has been an extremely good one over the years and we take great pride in producing limousines that truly reflect the high quality of the Jaguar brand."

Although more than 90 percent of Wilcox's trade is in the funeral business, the company also produces bespoke cars to order. On the day of my visit, a unique, stretched XJR was nearing the end of its conversion – it will eventually be used as a mobile office by a Malaysian businessman.

While we might all need the sort of cars Wilcox produces, if our final journey is in limousines and hearses that are this stylish, the prospect no longer seems quite so bad. 🚗



Above: An XJ hearse as it returns from Northampton, minus the roof and side panels

Right: The glass fibre roof section for a hearse

Below: A freshly built limousine and hearse. The former takes 850 hours to build, the latter 1,000



LIMO SEEN

We take one of Wilcox's brand-new XJ limousines on the road

Climbing aboard one of Wilcox's newly finished limousines, what strikes me immediately is that the dashboard – dash, central console and touchscreen – is identical to a standard XJ. It's only when glancing in the rearview mirror that it's obvious something is different: the interior behind me seems to go on forever, plus there's that extra row of seats in the middle.

Driving out into the Lancashire countryside, accompanied by Ian Hughes, Eagle Specialist Vehicles' production director, I experience the weird sensation of other road users treating me with greater respect. What would they have been like if I had chosen a hearse for my test – doffed their caps in reverence, maybe?

Surprisingly, for a car that's been stretched by over a metre, the Wilcox limousine's ride retains all of the standard car's suppleness. Comfort has been kept a top priority: when I ride a speed bump or drive over the many imperfections in the road's surface, the car doesn't jar or shimmy. It remains the first word in comfort and composure.

With an empty road ahead, I squeeze the throttle pedal a little, and the car, a 3.0-litre diesel, responds instantly as the standard saloon would, its acceleration feeling remarkably sharp for such a large car. It's not until negotiating corners that I notice the biggest difference from the standard car. At 6.3m, I need to take a similarly wide angle as I would if I were towing a trailer to avoid clonking the rear wheels against the kerb. I can instantly appreciate the skill required to drive one of these goliaths on congested streets in a manner appropriate for its purpose.

It is a beautiful car both inside and out – truly a breathtaking testament to the quality of Jaguar's original design and Wilcox's skilful conversion.

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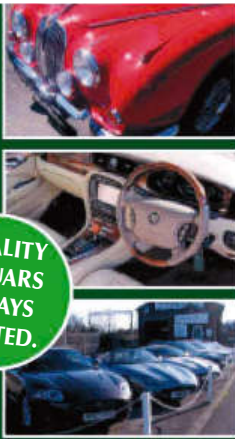
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Paul's stable has undergone a sudden and dramatic change

IN THE space of one week, our driveway was invaded by not one, but two, 'new' Jaguars. Let me explain...

For the past year or so, I've been hankering after a return to classic XK motoring. Maybe with the passing of the years, perhaps we become more sentimental about times past; or, possibly, I was having a mid-life crisis 30 years too late. Whatever, I felt more and more that I wanted to again be behind that big four-spoke wheel, to hear the sonorous cry of the wonderful old XK straight-six engine at full bore, and delight in the challenge of swapping the cogs in the cranky old Moss 'box. Plus, experiencing the sheer aesthetic satisfaction of owning one of the most beautiful sports cars ever designed...

I originally set out with the intention of reprising the first XK (indeed, Jaguar) I ever owned, a 1956 XK 140 drophead, but more probably a fixedhead simply because of its greater practicality. I window-shopped for many months but nothing really caught my eye. Then, I saw that Jeremy Wade (a long-term Jaguar friend and dealer who specialises in XKs) was advertising, along with colleague James Mitchell of Pendine, an unrestored 1956 XK 140 SE automatic drophead. They were also advertising a 1959 XK 150S fixedhead modified for sprinting and hill climbing – a car, it so happened, I knew in the early Seventies.

As both XKs were at James' showroom in the Bicester Heritage Centre and, therefore, a lot nearer to me than Jeremy in Derbyshire, I arranged to see the XK 140,



Two XKs with different characters: the highly original XK 140 SE drophead and the Roy Richards-modified XK 150S. They are pictured outside The Blast House at Bicester Heritage where Pendine is based



Driving is believing: Paul Skilleter sampling the delights of the 150S at Bicester Heritage. The suspension mods are relatively few, but really work



The XK 150S is one of 32 3.8-engined FHCs built in 1959 (83 were made in 1960). It has an ex-works straight-port head and a branch exhaust designed by Roy Richards



The sports seats were fitted recently, but most of the interior trim is original and the standard seats (plus bumpers) came with the car

which sounded unusual and intriguing. Then, as a bonus, I thought I could take a look at the modified XK 150 as well, speculating that it might make an article at least.

At Bicester, I found that the XK 140 – chassis number S818301BW – was truly impressive as an unrestored car; it had been painted, but was otherwise much as it was when it left Browns Lane in 1956, and with a totally solid body, too. I really couldn't ask for a much better state of preservation. I don't dismiss classics with an automatic gearbox either, and this one drove really well, with considerable punch from its C-type head engine. A rare car, indeed.

Next, I inspected the XK 150S. No longer was it in the very individual golden sand/bronze two-tone colour scheme (later beige/brown), which long-term owner Roy Richards had painted it, but it had recently been refinished a particularly bright red. However, to my astonishment, it had also retained virtually all its original interior trim, and also most of the important modifications that Roy had added over the years as he developed the car for competition work. He had bought it in 1964 and kept it for more than two decades.

During this time, Roy, who lives in Crediton, Devon, gained 23 trophies from 75 events entered, mainly West Country hill climbs and sprints, but also including the Brighton Speed Trials, Curborough in the Midlands, and Silverstone. While driving LXX 48, my aluminium XK 120, I competed against Roy at Wiscombe Park in, I think, 1974, and he beat me. Roy tells me that the car had by then gained its big-valve, gas-flowed straight-port head that he bought directly from Jaguar's competition department in 1968 – yes, the department was still operating then, and at that time was producing modified 3.8 XK engines for power boat racing. It was from this programme that the works cylinder head came from.

The advantage of seeing a car at Bicester Heritage is that, by arrangement, it can sometimes be taken onto a small circuit

made up from some of the perimeter roads, and James encouraged me to have a go in the XK 150S. I immediately discovered why he was so keen for me to try it there – the 150 was a total delight, the engine strong with generous amounts of mid-range torque, and the handling amazing fun thanks to some modifications Roy had evolved. I pulled in grinning from ear to ear.

So, to cut what could be a much longer story short, within a few days I had agreed to buy the 150S. It just all added up: the car felt absolutely right and raring to go, and was, I had to admit, more my cup of tea than the very original XK 140 drophead. The XK 150 is, after all, the most practical and user-friendly of the classic XKs, with more room and the great advantage of disc brakes – factors that I had practical experience of when overseeing the restoration of my 1957 fixedhead as a *Jaguar World* project car in the Nineties. Plus, there was the fact that I'd known the car for more than 40 years.

It so happened that I drove the XK 150S home from Bicester the same week that I collected another car I'd been searching

for over many months – a replacement for our hard-worked X-TYPE 2.0D estate. As I've mentioned before, BVO5 RUO was clocking up the miles and as the 150,000th approached, I'd begun looking for a newer, lower-mileage example. But I found it extraordinarily difficult to find a really good 2.0 or 2.2 manual diesel estate within no more than 30-40 miles from us – a condition I imposed because if a fault crops up it's a pain to take a car back, say, 120 miles for the selling dealer to inspect it.

One local dealer I'd kept my eye on was Hills of Lymington, and I even looked at a 3.0-litre manual estate there a few months ago. I thought I might go for it until I checked out the 'combined' mpg figure, and it was 18 point something. As I currently do a lot of urban driving at the moment, as much as I'd love the performance and AWD ability of a 3.0-litre, I really didn't want to lose the 42-48mpg offered by the diesel versions. Then Hills phoned to say it was about to get in a 65,000-mile, 07 plate, six-speed manual 2.2D, totally unmarked in silver grey. To cut another long story short, I saw, I drove, I bought. [PGS](#)



Examining the 2.2D manual estate at Hills. Although having covered a reasonable mileage (65,000) it had clearly been very carefully used



CRAIG CHEETHAM – SENIOR CONTRIBUTOR

1995 XJ6 Sport

Craig Cheetham introduces his XJ6 Sport and proves that if you take the right approach you can run a nice Jaguar on a limited budget

I'VE ADORED Jaguar saloons since I was a kid. Growing up in the Eighties, Series 2 and 3 XJs were the staple. My mate Chris's dad worked as something fairly important in the BBC, and had a navy blue Daimler Sovereign as a company car. It was the lifts he used to give me to cub scouts, nestled in its softly sprung rear, that were the catalyst for what has become a lifelong adoration for Jaguar's biggest and best. When Chris's dad replaced the Jaguar with a Rover Sterling in 1986, that started another obsession, but we'll save that one for a different outlet.

A visit to the 1986 Birmingham Motor Show really underlined my obsession with cars, but even as an awestruck nine-year-old, there was only one new model that really stood out for me. That car was Jaguar's new XJ6, the XJ40. By then, I was already an avid reader of car magazines, and I'd been following the XJ40's imminent arrival for some time, so to finally see it in the metal was an amazing experience. I vowed to myself that day that I would own one.

It was eight years later, and at the same venue, that I made myself a similar promise at the unveil of the X300, then (as I believe it is now) one of the prettiest and most harmoniously designed big saloons of all time.

I passed my test at the age of 17, but the first Jaguar (technically a Daimler) didn't fall into my hands until just after my 25th birthday, when I could afford to insure one at a semi-reasonable price. What I couldn't afford to do, though, was buy a good one, or maintain the flaky one I ended up with. Rest in peace, D938 POV.

A brace of gradually better XJ40s followed, the most recent one a gold 4.0 Sovereign that I ran contentedly until 2006, when I got a job involving a 130-mile-a-day commute and had to rationalise my motoring costs. The



Rover 420 diesel that replaced it was dismal by comparison, but soldiered on for 70,000 miles at minimal cost. Meanwhile, the XJ40 was sold to a friend and, the last I heard, was still going strong.

What followed was an eight-year Jaguar hiatus. Marriage, mortgages and minions came along and got in the way, but my subconscious was always reminding me of that unkept promise, one that finally came good in 2014, having made a New Year's resolution to treat myself to another Jaguar and never be without. It would be an X300, it would be a six-cylinder and it wouldn't be gold. Other than that, anything went.

I searched for three months for the right car, and then M357 MHM found me. It was for sale locally, at a dealer, and had been traded in with a short test. The MOT lapsed, the dealer wasn't especially interested as the car wasn't valuable, and offered it for sale 'px

to clear' at £700. Most £700 X300s are, shall we say, a little crusty, but this one looked great in the pictures so I went along for a look, and despite the lack of MOT I didn't even haggle. Locally owned, by a member of Peterborough's fastidiously clean and tidy Italian community, the car had stacks of bills and receipts and an almost full service history, including a fairly recent one at Nene Jags Specialists, the established Jaguar specialist I know editor Walton often uses.

I paid a deposit, and went back the following week to drive it to its pre-booked MOT. It didn't pass, but one rear exhaust box (£50 used from www.JoJags.co.uk) and a rear coil spring from my local motor factor had it back on the road. For less than a grand, I'd bagged myself a lovely old X300.

And so far, so good. In 18 months of ownership, I've increased the mileage from 112,000 to 119,000, including several long-distance blasts from my home in Cambridgeshire to West Sussex, on which it returned a respectable 28mpg.

It's not perfect. The Turquoise hue polarises opinion (I love it), it needs a new driver's side front door seal, one wheelarch has a small scab, there are a couple of bits of lacquer peel, some faded paint on the roof and the ABS light has a mind of its own, but for a 20-year-old car it's in lovely condition, and I'm slowly acquiring the bits to make it better. I have a bumper, I've found an original radio-cassette to replace the aftermarket head unit, and my plan is to get the paint sorted this winter... 🇬🇧



For less than a grand (following the MOT) Craig bagged himself a classic Jaguar saloon he still enjoys driving



The interior is in great condition and Craig has a tape deck to replace the after market head unit



JIM PATTEN – EXECUTIVE EDITOR

1966 E-type OTS

Jim discovers he doesn't have to go far to experience driving his E-type to one of his favourite events

WE HAPPENED to be chatting to Brian and Diane Spencer, friends visiting from Tasmania, about how we so much enjoyed driving out to the vineyards in Australia. Just about every weekend, at least one would have something going on: picnics, tastings and always music and invariably under a clear blue sky.

No sooner had they departed for the Antipodes than we saw that the Dedham Vale Vineyard in Essex was to have a wine festival with picnics and live music. And all on our doorstep. With the promise of decent weather, the hood was folded down on the E-type and we set off. It was August Bank Holiday, but our local roads are never crowded so, although a short journey, it was pleasant through the country lanes.

Before us was a vineyard, music and food, with an astonishingly decent helping of sunshine. Visitors had their picnic blankets spread out next to the lake as we headed for the tastings. I'd opted to drive so could only make this event a sampler, but I did get to sip their Reserve, a red from 2012 and the 2013 Rose. Both were extremely good and well worth stocking up with. Anyone who thinks of English wine as second fiddle needs a serious rethink – these wines would grace any cellar. Local companies brought in their wares and, for us vegetarians, the spinach and feta pie from the pizzeria was fabulous.

The next event there is the Walnut and Wine Festival on October 17, and Winter in the Vines on November 17. More can be found on www.dedhamvalevineyard.com.

I've been looking for an alternative set of dampers for the open E-type, while not wanting to spend the money on Reiger or Ohlins. I've given the Ram dampers from Realm a try and have to say that so far I'm impressed. Adrian Cocking has been involved in development for years, applying the shock absorber technology to his C-type replicas. I've used their motorbike dampers on my Moto Morini and that responds well.

E-type rears come with springs on an adjustable platform and all are fully adjustable. We've set ours fairly soft for now and are gradually clicking up the easy-to-reach adjuster knob. A good trip will tell us if we have made the right choice, although I suspect we have.

The fixed head is coming along, but very slowly. I bought a new old-stock washer bottle bracket, only to find it is too tall for an E-type and must be for a saloon. I've a lot of parts like this. So, tiring of tripping over spares that I'll never use, we've decided to take a stall at Spares Day in Stoneleigh on October 11. There's a good selection of parts from many years of hoarding and I'll let you know how we fared next month. 📺



Ram shocks now control the damping on the open E-type



Always learning. E-type and saloon screen washer brackets are different



Ready to head off to the Dedham Vale Vineyard

CARS OWNED:

- 1949 Swallow Gadabout
- 1966 E-type open two-seater
- 1966 E-type fixedhead coupe



YOUR JAGUAR

JAKE BROOKIE 2005 X-TYPE 3.0 SOVEREIGN

New Zealand enthusiast Jake Brookie explains why a drive in an S-TYPE fired his desire to own a Jaguar

AT THE age of 21 and after a very long wait for the right time and the finances, I have just bought my first Jaguar, a 2005 X-TYPE 3.0-litre Sovereign.

I first sat in a Jaguar in 2012, when my father and I test drove an S-TYPE at our local car auction. From that moment on we were converted. I loved the elegant interior and

my father thought he was the military ruler of some small oil-producing nation when riding in the back. In fact, dad was so taken with the whole experience, that he fell off his chair at dinner that evening when making acceleration noises. A few years earlier, my father had driven an X-TYPE for a day on a business trip thanks to a rental company double-booking his Nissan Sunny. He drove it to all his friends' and relations' houses pretending it was his. Everyone saw through the ruse, though. Despite dad's careful efforts in removing the rental company stickers it was far too clean to be his.

After years of watching Minder DVDs, the wait was becoming unbearable. My father and I were in a race to be the first to buy a Jaguar, with him getting more serious about it every time we took an old model out for a test drive. I was even given a trilby hat

for Christmas in anticipation. Our habit of shouting "Jaaaag!" every time one cruised past gave my mother second thoughts about appearing with us in public. As you can imagine, things were reaching a crisis point.

In April of this year I finally bought one: a 2005 X-TYPE. Like most New Zealand X-TYPES, mine was imported from Japan and I was fortunate enough to find one with the 3.0-litre engine and in the luxurious Sovereign spec, too. It may be the smallest Jaguar, but it feels very large compared to the Peugeot 206 I was used to driving. Its refined ride, unmistakable interior and comfortable seats make even a short journey enjoyable. I seem to have been appointed chauffeur to the whole extended family, which is a great excuse to drive it. It is the ideal Jaguar to use as a modern, everyday driver. After years of waiting, it is everything I hoped the car would be.

It is mainly used for trips to and from work, as well as a longer weekend drive. After test driving several XJ40s, Series 3 XJ6s and S-TYPES, I find this size of car is the best all-rounder (no doubt sparking deep and meaningful debates across the world's armchairs), leading to my patient wait to see the upcoming Jaguar XE, which has just been released in New Zealand.

The only loose end is my father. With the XF Sportbrake too small for his business, he is watching the headlines about Jaguar's F-PACE. In the meantime, he hopes his next rental will also be 'misplaced.'



TO SEE YOUR JAGUAR IN JW

Please send approx 500 words and a selection of photos, plus your contact details to: jwm.ed@kelsey.co.uk

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S-TYPE interior removal

An interior makeover with a change of leather seats and door cards isn't that difficult to do. Eurojag reveals what's involved

WORDS AND PHOTOGRAPHY
ROB HAWKINS

IF THE seats in your S-TYPE are starting to look tatty, or you're tempted to upgrade the cloth upholstery to leather, a full set of front and rear seats (complete with side supports and door cards) can be fitted in less than a day. And that includes removing your old interior.

We visit Eurojag to follow the work involved in this interior makeover. You don't need any special tools and one person can complete all of the work, although it helps to have an extra pair of hands when it comes to lifting the front seats, which are quite heavy and awkward to manoeuvre.

There are a couple of points of safety that must be followed. First, the battery must be disconnected before detaching the electrical plugs located under the front seats. If the battery isn't disconnected, there is a risk of fault codes being activated, but even worse, there is also the risk of setting off a seat airbag. The second safety point concerns tightening the front seat mounting bolts and the Torx T50 seatbelt-mounting bolt that's fitted into the side of the seat. Apply a little thread lock when fitting these bolts and recheck them after a test drive.

The following steps are divided into four sections, showing how to remove the front seats, the rear seat base and the rear seat back, and finally the door cards.

DOING IT YOURSELF

Difficulty ★★★★★

Time required: 6 hours

On your own? Yes

TOOLS:

- Pin or long nail
- Ratchet and sockets: 13mm, Torx T50 and E12
- Screwdrivers
- Thread lock
- Trim tools

THANKS TO:

Eurojag

Tel: 01325 722777

www.eurojag.com

S-TYPE leather interior (seats, door cards, rear side panels): £200-£300 plus VAT (£240-£360)

S-TYPE R leather interior: £350-£400 plus VAT (£420-£480)

*Readers wishing to carry out any of the tasks outlined in technical or step-by-step features should ensure they have the necessary skills and equipment to do so safely. Kelsey Media accept no responsibility for any injury or damage incurred in the process of following one of these features

FRONT SEAT REMOVAL



Move the seat fully forward to access the rear mounting bolts and the seatbelt mount on the outside of the seat. If the seat cannot be moved electronically, it will have to be stripped to access the mounting bolts.



Prise off the plastic cover on the side of the seat at the very back, then undo the Torx T50 bolt that secures the end of the seatbelt into the seat. The seatbelt will remain inside the car, but refit the cover onto the seat to ensure it isn't lost.

With the seat fully forwards, prise off the plastic trim that covers the mounting bolts on the ends of the seat runner to reveal a single 15mm bolt on each side. Fully undo both of these bolts to release the back of the seat from the floor.

Move the seat fully back and you will be able to see the front mounting bolts, which are concealed inside the seat runner. They should have a Torx E12 head. Fully undo the bolt for each seat runner. Carefully move the seat back until it is halfway.



The battery is in the boot and must be disconnected to avoid activating any fault codes for the next step. Making sure that you have any radio codes first, disconnect the negative terminal from the battery, followed by the positive terminal.

Tip the seat back by 45 degrees and look for the electrical plugs underneath. There should be three to disconnect. All three have different-shaped plugs and sockets, so you can't mix them up.

Now carefully lift the seat out of the car. Watch the seat runners, as they can easily scratch the paintwork. To refit the seat, follow our steps in reverse order. Apply thread lock for the mounting bolts and the Torx T50 seatbelt bolt.

REAR SEAT BASE



1 Detach the plug and socket for the middle rear seatbelt. Insert a pin or a long, thin nail into the seatbelt socket, as shown here, to release the seatbelt. This is essential to allow you to remove the rear seat base.



2 Pull up the front of the rear seat base and look for two securing tags. Press down on these securing tags with your fingers to release the seat base from them. This can be quite awkward to do.

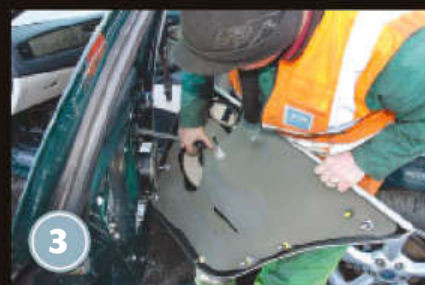


3 The rear seat base should now be loose, so try to move it. The seatbelt sockets will restrict its movement – push down on them to help release the seat base and move it around. This may take a little time to do.



4 Once the seat base is completely free, carefully lift it out of the car. It's not particularly heavy, just awkward to manoeuvre. Watch the metal parts on the underneath as they can scratch the paintwork.

DOOR CARDS



We have already covered the removal of door cards (see September JW, p97). The S-TYPE's front and rear door cards are secured with a couple of screws, which can be found underneath a small rubber cover inside the grab handle. A large screwdriver or trim tool will be required to release the door card's plastic locating plugs. Some of these plugs may break, but replacements are available. Once the door card has been released, detach any wiring plugs for the speaker and electric window switch before removing the card from the car.

REAR SEAT BACK



Open the boot and pull the release chord on each side to allow the rear seats to fold down. With the seat base already removed (the seat base has to be removed first), the seat backs will fold fully flat.



To remove the side supports for the seats, first prise away the top section of each side support. There is a clip in each top corner that you need to release to allow removal.



After unclipping each side support, use a large screwdriver to release it from its lower mount. The side support can be moved forwards to help release it from the bottom mount.



Move the seat backs up and into their vertical position, but do not lock them into place. Undo four 13mm bolts along the base. There's one bolt underneath each outer corner and two where the seats are split.



Even though the seat back is split in two when folded down, it can only be removed as a complete assembly, which makes it rather awkward. Release it from its mounting points and manoeuvre it out of the car.



OTHER JAGS

The work involved in removing the interior from other Jaguars, ranging from the X-TYPE to the XJ X350 and XF, is similar to that shown on the S-TYPE. There are a few minor differences. The front seats, for instance, are secured to the floors of the X-TYPE with 10mm headed bolts; at the rear, you need to remove some plastic covers to reveal these bolts. The door cards on a number of models may have a screw or two fitted along the bottom edge as well as one tucked behind the interior release handle (often concealed by a small plastic circular cover that has to be prised off).



Q&A

Jaguar World technical advice service

Edited by Ray Ingman



STAR QUESTION

Non-convertible roof

Q The roof motor has packed up on my 2007 XKR convertible. Also, I can't open it manually with the allen key as the mechanism just keeps turning round.

I accessed the motor and removed it, had it tested and it was fine; I even took the motor apart and the gearing was turning, although one of the wheels is a bit worn.

When the motor is off the car and I wind it manually, it sounds good. When it is connected to the two flexi rods that go from each side of the motor to the catches that release the hood, it rotates for a couple of turns, then just starts clicking. Connected to the switch, the rear quarter windows go down then there's

just the same clicking sound.

I took the car to my local Jaguar dealer, but they had to email Castle Bromwich, and I am still awaiting a reply. Please help.

Darren Smith

A The XK roof mechanism is quite a complex affair that relies on a timed sequence of events for its successful operation. The sequence includes unlatching the header rail, lowering the side windows and opening the tonneau panel before the hood frame can be retracted. Anything that causes a deviation from the prescribed order will cause the hood mechanism not to operate.

Jaguar has provided a manual emergency option and full details can be found in the handbook. It initially involves releasing the catches by the use of an allen key (incidentally, this tool can be found lurking in the fuse box, located behind a removable leather panel in the rear seat backrest).

It is common for the operating cables that link the servo motor to the latches to become seized or damaged – possibly due to turning the key in the wrong direction. The motor incorporates a position sensor, which, if disturbed, must be reset to ensure that it does not try to exert excessive movement on the cables. The clicking noise you can hear is likely to be the motor overriding its internal mechanism. Further stripping of the header rail will enable you to repair or replace the cables.

While we believe it is unrelated to your current malady, problems often occur subsequent to experiencing a flat or low-voltage battery. The critical minimum voltage is 12.1v, and below that, the logic system loses the plot. Following recharging or replacement, a procedure is required to set up the side windows: simply fully lower them, holding the switch for five seconds, then repeat in the up position. This will reinstate the sequence that will allow correct hood operation.

Courtesy of Sealey Products (www.sealey.co.uk; 01284 757500), the sender of each issue's Star Question will be the envy of their friends when they receive an aluminium adjustable-focus 3w LED torch (worth £28.74 Inc. VAT). The 'LED020' produces an extremely bright white light with an output of 110 lumens – count them! The illumination pattern can be altered from spotlight to wide area with a simple twisting action of the head and a three-function on/off push-button provides full, half and blinking light possibilities. All this is contained within a lightweight aluminium housing and is powered three AAA batteries (not included).

SEALEY



S-TYPE power loss

Q My car is a 2004 model S-TYPE diesel 2.7 that has covered 83,000 miles. It has been regularly serviced and, until recently, has remained a good, reliable runner. But on three occasions it has lost power completely while driving.

It starts up immediately afterwards, but I am concerned it could happen on the motorway and I am reluctant to try a long journey. Any advice would be appreciated.

Peter Tucker

A A power loss normally results in a Restricted Performance message appearing on the dashboard, accompanied by illumination of the engine management light. This will generate a fault code. The most common example we find is to indicate an airflow imbalance between A and B bank: unfortunately, this is usually symptomatic of a turbo requiring replacement.

A less financially damaging possibility (that does not generate a code) could simply be a clogged fuel filter, or – if it has recently been replaced – that the inlet and outlet fuel pipes have been inadvertently transposed.

Creaking S-TYPE

Q I have an immaculate 2006 model S-TYPE 4.2 V8 auto with under 40,000 miles on the clock, two owners and in almost as-new condition. However, despite changing all of the front suspension (mainly the rubber bushes that had aged), plus front discs and pads, I still get an annoying creaking from the front brakes when inching forward.

I have tried greasing the caliper/pad contact points as per the Jaguar Service Bulletin, but it only lasts until the next car wash... plus the brakes don't even seem as efficient as those on my old 1977 XJ-S! Would you be able to point me in the direction of a company who make better brake discs/calipers/pads for this model?

Geoff Connor

A The standard brakes should exceed the efficiency of their XJ-S forebears, so we believe something is definitely amiss with your car. While you are in a greasing mood, we suggest you check that the caliper mounting slider pins are not partially seizing. Retract the caliper pistons and confirm that they are advancing smoothly and effortlessly. If these factors are in order, we suspect an excessively hard, unsuitable pad material may be the cause. Any named make of product should affect a cure, or revising your driving style to incorporate harder use of the brakes might solve the problem. Drilled discs can tend to clog with brake dust, causing squeal and creak. If the foregoing does not satisfy your expectations, the simplest way to acquire more powerful brakes is to fit the S-TYPE R Brembo system, plus the matching wheels (for clearance purposes).



XK8 gearbox damage

Q I suffered a stroke several years ago and have had an XK8 adapted for my needs. Recently, I started the car and, without thinking, put the car in drive straight away and it shot across the garage. I then panicked and put the car in park rather than neutral. My question is, is the car safe to drive or have I broken the gearbox?

John Hodgeson


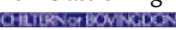
A We think it is unlikely that you have broken the gearbox as park will not engage until the speed is very low. So probably no damage done.

However, we would recommend that to check this, you put the car in park (with the handbrake off) and have an assistant attempt to push the car backwards and forwards. If it doesn't move, it is indicative that the mechanical parking pawl is still intact, and all should be fine.

If it does move (indicating a damaged pawl) due to the presence of a filter in the sump of the gearbox, it is unlikely that the unit will ingest any debris that would cause further damage. The car should be okay to be driven to an automatic transmission specialist – then, it may be possible to repair the parking mechanism with the transmission in situ, and hence not be too expensive.



Our technical experts are ready to give you help and advice on any problem. If your question is a particularly complex one, it may take time to respond, and in some circumstances it may be beyond our resources to do so. In this unlikely event, we will let you know. Please allow up to three months for a response via the magazine. Personal responses can be given, but at our discretion. Fax: (FAO Jaguar World Q&As): +44 (0)1959 541400 Email: jwm.questions@kelsey.co.uk Post (enclosing an SAE): Jaguar World Q&As, Kelsey Publishing Group, PO Box 13, Westerham, Kent TN16 3WT, England.

JW would like to thank Martin Pike of Classic Engineering, (01992 788967)  Kevin Brackley of Chiltern of Bovingdon (01442 832932)  and Tom Lenthall of Tom Lenthall Ltd (01189 762899) 



Restoring wheels

Following a puncture, we look at wire wheels and suitable tyres for our open E-type

WORDS AND PHOTOGRAPHY **JIM PATTEN**

IT STARTED with a puncture and led to a complete set of new wheels and tyres. So, here is the story. As you know, wheels and tyres are the single most important factor on any car and one that is woefully neglected. The recommended shelf life of a tyre is six years. If kept in dark, dry conditions this could be extended by a year or two, but anymore than that is extremely dangerous. Wire wheels should be in peak condition or they, too, will cause serious handling issues. These matters should not be taken lightly; the risks are just too great.

On the A14, while overtaking a truck, the back end of our open E-type went light and started to weave. Leaving the brake pedal alone, I eased off the accelerator and coasted over to the hard shoulder. The nearside rear tyre was flat. Some 16 years ago, we'd opted for six-inch rims with 205 70 x 15 VR rated tyres, regularly replaced within the due dates. The ones on the car now are three years old. Due to the restricted space in the spare wheel tray, we had a five-inch rim with 185 x 15 tyre, supposedly of the same rolling radius as the 205 tyre. So, wheels changed, the punctured wheel went into the spare wheel tray where, although the tyre slotted in okay,

it rubbed on the side section of the floor. Worse though, the rolling radius of the spare was considerably larger than the road wheels, despite the literature.

On acceleration, the taller spare dominated the limited slip differential and forced the car to one side, alarmingly aiming for the central barrier. Perhaps I should have changed wheels once again and fitted it to the front, but that would have impacted on the steering. It was a slow drive home.

With no external evidence of the puncture I assumed that the spokes had worked loose over the years, so advice was sought from Oliver Smith at MWS (Motor Wheel Service). From the outset, Oliver said that restoration of the original wheels would not be cost effective, but we could run one through the restoration shop to see why.

In the meantime, I was left to wrestle with the replacement options. I chose five six-inch chrome wire wheels, knowing how good they would look against the new blue paint. Somehow, I would find a way of accommodating them in the tray. Being absolutely delighted with Blockley tyres on the Mk 1, I opted for a set on the new rims. The Pirellis are still well in date, but they remain on the silver rims.

With the punctured tyre removed, fitter Kieran Hugo spotted the cause immediately.

When this Pirelli had been fitted, the operative had left the paper bar code stuck to the inside of the carcass. Over time, it had chafed against the inner tube taking enough rubber out to actually rub through.

The next job was to run the rim through the restoration shop. Workshop manager Dan Cooksley carried out the examination, subjecting it first to a visual check. Years of experience allow him to spot any immediate faults, like a broken spoke head, unseen with a tyre fitted. The splines were checked to see if they were 'stepped,' indicating that wear has taken out a section (making it 'stepped' to the unworn part). Passing that, the next step was to mount it on the jig where he spun the wheel, sighting again by eye. Checking on the dial gauge, the run-out was 0.050in. Dunlop allowed 0.060in in the day, although MWS operate to a much stricter tolerance of 0.040in. Running a tool around the spokes results in a metallic ting for good spokes or a dull thud for a broken or loose one. The inside rim is checked for condition to make sure that the tyre would fit properly on the rim, and then the spokes are further examined for evidence of rust in the nipple, which would render any adjustment difficult – if not impossible. Our wheel was deemed adequate for continued use, but, by then, I had set my heart on a new set and was pleased to do so, especially with tubeless Blockley tyres.

The cost of rebuilding a stock wheel would certainly exceed replacements, so for standard wheels there is little point. However,

anything special is different. We saw a set for an SS 100 being built with wider rims. There was also a pair of off-set competition wire wheels ready for treatment. The so-called curly hub is deeper on the original Jaguar wheels and the spokes do not have the beefed-up larger butted section of the new wheels. So, for originality's sake, the correct wheels are rebuilt. Absolute copies can be made, too, as we saw when featuring the S.S.1 (See JW, August 2015, p68). The original wheels were shot, so the owner had MWS make a replacement set.

All new wheels meet the very latest quality standards and, as suppliers for all wheels for the new Morgan, they have to. A few years ago, MWS had many enquiries to restore the chrome steel wheels for the Series 3 E-type. Although complex, there is now a steady demand. It involves separating the inner and outer sections of the wheel, chroming and painting them in the centre section, and then TIG welding them back together on a special jig. MWS also restore the Italian Borrani wheel; with its aluminium rim they are expensive, so it makes sense to have this wheel rebuilt.

The chrome wire wheels look fabulous against the blue coachwork and we will fit the fifth wheel into the spare wheel tray. Some minor modifications will be needed there, however. At the point where the wooden floor cover opens, the metal has a 90-degree sharp-edge return. By tapping that back, sufficient space is gained to allow the wheel to fit snugly. The wheel clamp was too short, so we drifted out the pin securing the handle to the shaft and extended the shaft by welding a short section in place. There is probably an XJ saloon clamp that will fit and we'll let you know if we discover it.

Now fitted, the wheels and tyres look fabulous and are superb on the road. Oliver gave me instructions never to power wash the wire wheels. Apparently, this is the worse thing ever as water is forced through the spoke threads and nipple. Spinners should be tapped onto the hub until the spinner hits the hub. While many reckon you should not hit the spinners because they will find their own fit as the wheel turns and inertia drives the spinner home, but that couldn't be more wrong. Even if the spinner did work tight, there is still a period where it runs loose and the splines will chatter, leading to wear. Be careful of hitting them too hard, though, as this will compromise the relationship of wheel and hub splines. More technical information can be found on the MWS website.

MWS is the main retail and trade agent for Blockley tyres, but the tyres can also be bought direct.

CONTACTS

MWS: www.mwsint.com

Blockley Tyres: www.blockleytyre.com



Chaffing was found on the inner tube, which caused it to deflate



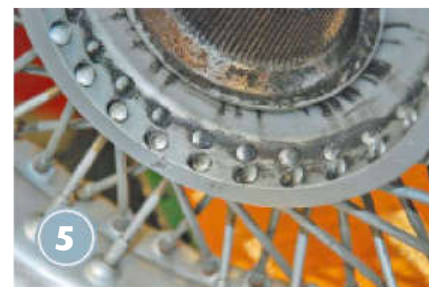
The reason was a piece of paper, with a bar code on, rubbing against the inner tube



Balance weights are now greater in number, but less weight. These came in at 110g



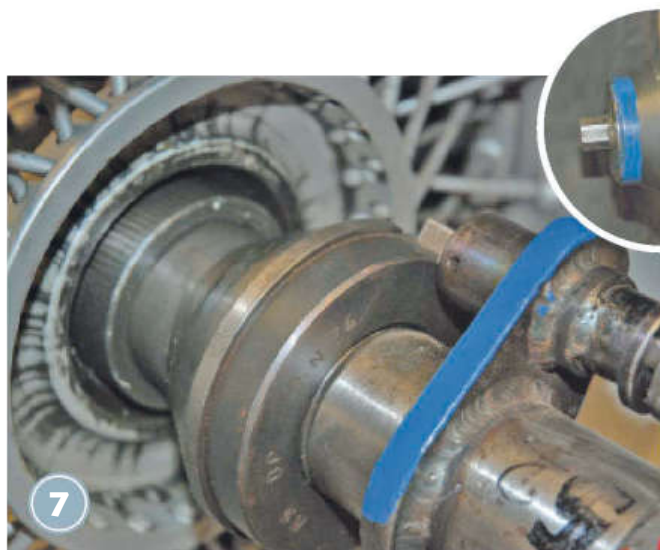
Information on the rim shows the type, XW 474, and also age: July 1998 in this case



Spoke heads are examined. They can break off and remain undetected from the outside



The hub splines are examined. This wheel shows a wear step illustrated by the change in colour



7 Wheels are placed on a jig to check for true. It is essential that the correct fittings to suit the hub are used



8 The human eye is a great tool for checking run out. A dial gauge is also used. This wheel was 0.040in out



9 When spokes are tapped, they should give a clear ring. If they don't, they are checked to see if the nipple turns



10 Very often water ingress penetrates the thread leading to rusting. This one is clean



11 There is no doubt that in this example rust will have penetrated the thread



12 Some wheels are obviously beyond salvation, like this from an SS 100



13 Due to the high initial costs, Borrani wheels are mostly restored, like this example



14 Another Borrani wheel, this one is from a Fifties Ferrari



15 The SS 100 wheel is being specially built using a wider rim



16 Rarities in the restoration shop included this 1926 Praga Mignon wheel



17

Steel wheels are restored, too, like these for a Series 3 E-type



18

The rim is placed in a lathe where the weld securing the inner and outer rim is machined off



19

The centre and outer rim are re-chromed and, in the case of the centre, masked and painted to suit



20

Both parts are then reunited and TIG welded back together again

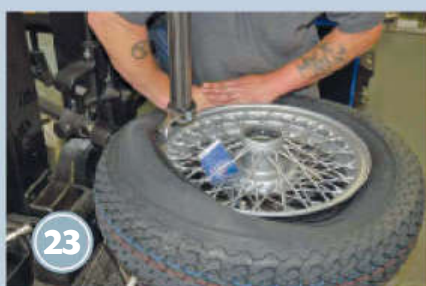


22

Wheels are sealed around the spoke ends to prevent water ingress



The completed wheel



23

A revamped fitting bay allows any tyre to be fitted correctly. This Healey 100 wheel is having a Blockley tyre



24

When balancing wire wheels, it is vital that the correct locating cone be present and not just a spacer, which some companies use



25

Dynamic balancer shows the weights needed



26

Weight being applied to the E-type chrome rim, then checked again where the screen revealed zero



27

When fitting the wider wheel into the spare wheel tray, the metal return edge hits the tyre and will need turning back



28

To secure the wheel, the wheel clamp will need extending to fit

GEARBOX

XJ-S twin headlight conversion

SNG Barratt is able to supply the complete twin headlamp conversion kit for pre-facelift XJ-S models as a replacement to the original. Manufactured in-house, part number SBS9167 retails at £497.98 (inc UK VAT).

Website: www.sngbarratt.com

Sales Office UK

01746 765 432

Sales.uk@sngbarratt.com

Sales Office USA

+1 800 452 4787 (toll free)

Sales.usa@sngbarratt.com

Sales Office France

+33 (0) 3 85 20 14 20

Sales.fr@sngbarratt.com

Sales Office Holland

+31 (0) 13 52 11 552

Sales.nl@sngbarratt.com



XE diecast model

Jaguar has added a new 1:43 scale diecast model of the XE to its online shop. Highly detailed and painted in Italian Racing Red, it's a fair interpretation of the new baby saloon.

Priced at £40.

Website: www.shop.jaguar.co.uk

E-type rubbers

Many of you will already be familiar with the body pressings from The Hutson Motor Company, but do you realise how many rubber components it manufactures?

Featured here are applications for the E-type Series 1 and include rubbers for the headlight glass, front and rear sidelights and gear-lever gaiter. The stock is much more comprehensive, so contact the company for your needs.

Tel: 01274 669052

Email: hutsonmc@talk21.com

Website: www.jagweb.com



C-type and XK8 prints

Erotic artist (and twice 'Your Jaguar' contributor) Mark Roberts has stepped away from his usual genre by accepting commissions for two Jaguars, a C-type and XK8 convertible. He is offering A3 prints of these pictures on heavy 280g canvas-embossed paper for £9.99, plus £4 p&p.

Mark is looking to take on new commissions – his 1,000mm x 500mm acrylic on canvas original paintings cost £500. Please email Mark for further details.

Email: mark.roberts@provocative-art.com

Web: www.provocative-art.com



E-type vacuum pipes from NAR

Jaguar adopted common sense with the early 4.2 Series 1 E-type bulkhead pipes, as they were fitted externally. The later internal bulkhead pipes are a complete nuisance to fit. Only one pipe is required on a left-hand-drive car, so for anyone doing a left-to-right conversion, a full kit will be necessary.

NAR has now added the external vacuum pipe kit for right-hand-drive cars to its already extensive coolant and vacuum pipe listings. The pipes are jig-bent to shape and powder coated for longevity.

Tel: 01604 684850

Email: info@nargroup.com

Website: www.nargroup.com

BOOK REVIEW

Jaguar XK 150 explored

By Bernard Viart

Publisher: PJ Publishing

ISBN: 978-1-908658-11-1

Price: £110; leather-bound: £175

Email: jagworld1@aol.com

Website: www.paulskilleterbooks.co.uk

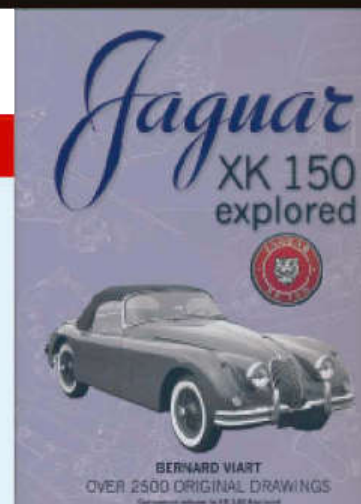
When this book arrived for review, I made a cup of tea, put the telephone onto answerphone and slipped into a cosy chair; I would be out of action for a while.

This is the third in the series exploring the XK range, and is again unparalleled in detail, unique in many of the original photographs and blessed with incredible explanatory sketches of every part. No other book comes close to the works of Viart.

The scene for the XK 150 is set with the tragic fire of February 1957 and how, by a tremendous effort of will, the XK 150 was launched the following

May. Viart looks into early styling options before moving onto the close relationship between the compact saloon and the final XK 150 design. The complexity of the car's construction is literally put under the microscope as every area, including the new disc brakes and straight-port cylinder head of the S-models are examined. Those amazing diagrams show not only every single part, but also details part numbers, washers and fasteners. The in-depth coverage is such that even the four-stroke principal is illustrated as applied to the XK engine. An excellent image is that of the straight-port cylinder head and inlet manifold demonstrating the improved flow.

In the Portfolio section there are some evocative images showing a youthful Clint Eastwood posing with an XK. The second Portfolio section visits some of the special-bodied XK 150s from such



houses as Bertone and Zagato. The third Portfolio concerns the XK 150 in competition, including the prototype S on the Tour de France.

It is a magnificent work, not to be confused with regurgitated offerings. Indispensable for the restorer and those simply interested in these cars, put it on your Christmas list or rob the children's piggy bank and buy this book.

XK140/Mk1/MkVII/VIII LED taillight solution

There's a real efficiency issue with the taillights of cars using the Lucas L549 taillight, such as the XK 140, and early XK 150. With a downward-facing bulb, any attempt at LED enhancement is difficult due to the position – the LED would be facing the wrong way with no reflector to help. According to Better Lighting Company, the original light lens is a work of art, but the main light source has to line up with the moulded design to work effectively.

Its solution uses the latest COB LED technology where a large, single LED is fitted onto the backplate, behind where the original bulb used to be, and it then simply plugs into the original plug socket.

Polarity sensitive, a positive earth car is sorted by simply reversing the connector, which is in-line between the light and the light plug.

The new light uses just +/-5 watts (at 12v DC) on braking and only two watts on tail. Extremely bright, it avoids the 'dotty' look associated with LEDs, which look so wrong in this application. This improvement requires no permanent alteration to the light fitting and takes only a few minutes per light to install. It comes with a money-back guarantee and costs just £39.99 (plus UK VAT) per pair.

For cars where the flashing indicator is shared with the brake light element, another solution is provided. A high-power LED kit uses existing holes in the light housing to flash yellow through the red lens, giving a powerful and understandable orange flashing indication.

Efficient and safe in modern traffic conditions, the four-light LED kit, with new electronic flasher relay, costs £49.95 (plus UK VAT) and takes about an hour to install.

Tel: 0121 773 7000

Website: www.bettercarlighting.co.uk



LED dash bulb kit from XKs Unlimited

Many owners of classic Jaguars find the dashboard lights a little dim and the instruments difficult to read at night. XKs Unlimited has matched up the various Lucas bulbs with super bright LED counterparts to solve the issue completely.

These kits include bulbs for the instruments, panel lights, warning lights and interior lights. LEDs are polarity sensitive, so owners are advised to take note of the car's polarity prior to ordering.

With coverage for all Jaguars from 1948 onwards, there are more than 30 different kit configurations, with prices varying according to application.

Tel: (+0011) 805 544 7864

Email: parts@xks.com

Website: www.xks.com





Northern exposure

We visit Jaguar Spares North East, who supply new and used Jaguar parts to the trade and private individuals all over the world

WORDS AND PHOTOGRAPHY ROB HAWKINS

"I went to a local engineering company and had these bushes made," comments Neville Anderson as he delves his hand deep into a box of suspension bushes made for the rear lower wishbone on the S-TYPE, X350 and XF.

After spending a day with Neville and his daughter, Laura, who make up Jaguar Spares North East, it's clear that the two never have time to stand still. At the time of visiting, Laura was wrapping parcel tape around a boxed heater valve bound for Germany. She had already wrapped up several other parcels containing brake discs, pads, drop links, cat' repair pipes and a sump.

Neville had been to the auctions that morning and joined us after lunch, having bought a 2.7-litre diesel S-TYPE to strip for parts. Already parked outside was the remains of an S-TYPE diesel that he'd bought at auction a few months previously. The car had been roadworthy and was driven to his premises in Peterlee, but the temptation to remove the healthy 2.7-litre



A pair of brake discs and a set of brake pads start at £59.95 for the X-TYPE. Popular new parts range from service items to timing chain kits



Customers can send their suspension arms in to be overhauled with new bushes, saving around £150 on front banana arms, for example



Rear lower outer wishbone bushes for the S-TYPE, X350 and XF have been remanufactured under Jaguar Spares North East and cost from £30



Neville's non-Jaguar cars include this very rare Vauxhall Vectra Challenge Car. There are believed to be only ten of these left

diesel engine and sell it at the going rate of £2,400 was all too much, such is the demand for these motors, which are also fitted to non-Jaguars, such as the Range Rover and Discovery 3.

Next to the S-TYPE is a sorry-looking N-reg 3.2-litre XJ40 with many of its exterior components occupying the seats. Neville joked that there is almost 12 months' MOT remaining on the car, but it had simply become too expensive to run, costing him around £100 a week in fuel. He'd only paid £250 for the car and estimated its parts would turn over £1,000. Judging by the bubbling paint around the sunroof, this roadworthy Jag has sadly come to the end of its life.

Jaguar Spares North East is a front name for what is officially Thornley Road Service Station Limited, but most customers know the company by its Jaguar parts association.

Back in the early Eighties, Neville served an apprenticeship as a mechanic with a Toyota dealership before starting up a general repair garage 20 years ago under the Thornley name. Around the same time, he bought a 1988 XJ40 3.6 Sovereign with lots of corrosion and in need of new doors and wings.

"That's how I got into Jags because of how expensive it was to buy the parts," says Neville. "I knew there was a market for cheaper parts."

So, while Neville continued to repair a wide range of cars for a living, he also built up a favourable reputation for selling second hand parts. Pretty soon, this evolved into sourcing and selling new parts thanks to customer demand. The parts side soon took over and the business moved a few doors down to its current unit. Repairs now make up less of the business, instead relying on a neighbouring garage to help out. Sourcing spares appears to be Neville's specialty, especially when it comes to pricing. There are some astonishing bargains, such as a pair of front brake discs



Above: Bought at the local auctions, this S-TYPE was roadworthy, but is sadly worth more in bits and its 2.7-litre diesel engine has already been sold

and a full set of front pads for the X-TYPE at a mere £59.95. Lower shock absorber bushes for most modern Jaguars sell for £14 including delivery to the UK.

Neville still likes to get his hands dirty, but more so with refurbishing or making parts. For example, he makes a cat' repair pipe kit, which can be used on all 2.7-litre diesel engines, and he overhauls a wide range of suspension components with new bushes and ball-joints, ranging from the early S-TYPE vertical links with pressed in ball-joints, to the front banana arms found on the X350, S-TYPE and XF.

Working with a friend who is able to recondition electrical components, such as starter motors and alternators, Neville finds he has a steady demand for these and can also revive the electrical components on the cars he scraps. Other popular parts he can refurbish include X300 brake calipers,



XK heater pumps and front hubs.

The market for spares twists and turns, and Neville admits the price wars on the internet have killed off some of his new parts. Second hand parts are now becoming more popular, so he's returning to his Jaguar roots. He also gets a buzz from buying and selling cars (there was a time when he was selling around 80 cars per year) and he still looks forward to visiting the auctions, where a cheap, unwanted Jaguar can return a healthy profit in parts.

Jaguar purists may despise the fact that a cheap second hand car is worth more in parts, but if it wasn't for the likes of Jaguar Spares North East, many of these cars would probably be weighed in. Neville sees it a different way, explaining, "When people sell a car to me, they know it will get scrapped, but some of its parts will live on in another car."



Expensive to run, this £250 3.2-litre XJ6 was costing Neville £100 a week in fuel and will make more money in parts



Jaguar Spares North East

Thornley Road Service Station
13 Whitworth Road, Peterlee
County Durham SR8 2LY
Tel: 0191 586 7770
Mobile: 07976 839 609
www.jaguarspares-northeast.co.uk
Email: neville@anderson.jaguar.
freeserve.co.uk

ONE YOU CAN BUY



XKR 4.0

Year: 2000

Mileage: 95,278

Price: £6,890

Contact: SJ Rayner Cars,
Kidderminster, Worcestershire

Tel: 01562 820131

Web: www.sjraynercars.co.uk

Registered in February 2000, this eye-catching and smartly presented example of one of Jaguar's most sought-after modern classics has covered a not outrageous 95,000 miles and appears to have been extremely well looked after.

A decent amount of service history and paperwork prove the point, including the car's original bill of sale, which shows that its first owner paid Jaguar dealer Stratstone a cool £62,000 for it. A decade-and-a-half later, it can be yours for almost 90 percent less.

The original paintwork is excellent, showing only minor localised faults; a very small area of lacquer on the bonnet, for example, has lifted, and there are light scratches (which may well polish out) to one corner of the front bumper. Other than that, it appears to be excellent, with even the 18in alloys being in very good order and usefully clad with a recent set of new Uniroyal tyres.

Inside the car, it's equally good news, with the wood-veneered dashboard and centre console being in excellent condition, and the carpets virtually unworn. The cream-coloured leather upholstery is well preserved, with only minor cracking to the side bolsters of the driver's seat – a thorough clean and 'feed' should see these areas looking a whole lot better as the leather is still perfectly intact.

What really matters is how an XKR drives, and this one's certainly no disappointment. Fire up that supercharged 4.0-litre engine and you're greeted with a typical V8 burble,

which rises to a pleasing roar under hard acceleration. This car feels like it's still in rude health, with amazingly rapid progress from a standing start, enhanced by smooth and rapid gear changes from the five-speed automatic transmission.

Push the XKR hard and you're immediately aware of its performance (155mph flat out when new, with 0-60 in 5.1 seconds), partly thanks to the blur of the landscape and partly thanks to the sound of that glorious V8. This is a seriously rapid machine, but one that's also brilliantly balanced. The neutral-feeling handling and impressive grip make for rapid B-road progress, while the steering is well weighted and has enough 'feel' to please the enthusiastic driver as much as the long-distance cruiser.

Even if you didn't exploit the XKR's

performance potential on a regular basis, you'd no doubt revel in the on-board luxury (which includes heated and electrically adjustable front seats, cruise control, automatic lights and wipers, and a good deal more) and the sheer good looks both inside and out.

VERDICT

For a car that originally pushed out 370bhp and cost its first owner £62,000, this particular XKR looks like great value. Increasing numbers of Jaguar enthusiasts are seeing the XKR as a cut-price way of combining classic style with near-supercar performance, with specialists telling us that the best examples are now highly sought after. At this price, it's hard not to be tempted.



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Jaguar S Type / X350 front wishbone Bush £35



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All prices include VAT

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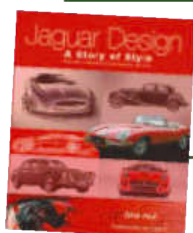
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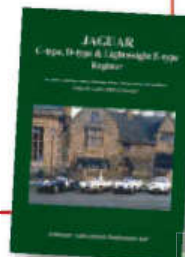


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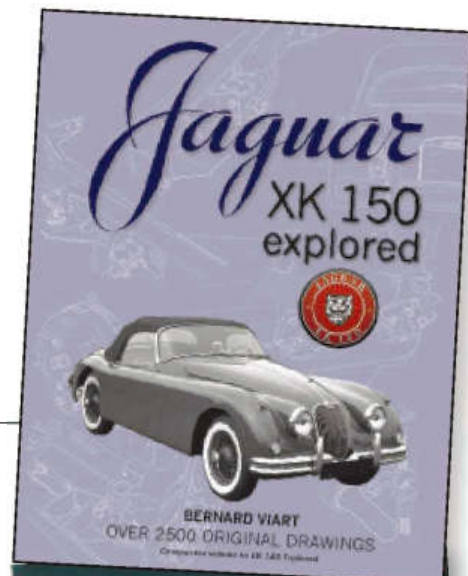
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E-TYPE REPLICA



1966, £16,995 As stated. Genuine Jaguar Parts. 3.4 Jaguar Engine. Northern Ireland. 07761 683887

Mk V & PRE-1949 CARS

SS 2.5 LITRE COUPE



1937, £35,995 Or near offer. Ream with green leather interior. Although repainted some years ago this car is very solid and original. New headlining, new tyres, new stainless steel exhaust and runs very well. The green leather interior is in lovely original condition, as can be seen in photographs by linking to <https://jaguarss.shutterstock.com/>. The car is superb to use as is, advertised at this price. If it does not sell, I shall invest more money into improvements but with an amended price. Sadly, a previous owner has misled the history file, however I have been onto Jaguar Heritage with Body, Engine and Chassis numbers and it all checks out. Lincolnshire. 01507 533760

JAGUAR MK 4'S FOR RESTORATION



£Price negotiable. 2 complete 3.5lit. Jaguar Mk4's for restoration. Rust free, matching numbers. ex. South Africa. Also donor chassis, body & a mountain of spares. kdkprops@gmail.com. +27828800513 (MC)

MK4 SS 3.5



1947, £10,950. "barn find" in need of restoration. chassis no611449, engine no s1670 body no b6081. Been stood for over 30 years and will require total restoration or break for spares. Engine and gearbox already removed along with all tin ware, please study photos carefully. Seems to be more or less complete with evidence of some welding repair to chassis. Front and rear seats plus door cards have been re-upholstered in black hide and are in excellent condition. Viewing/questions welcome. 07467 347949 (MC)

XK 120, XK 140 & XK 150 for sale

XK 150



£15,000 ovno. Restoration project, panels good, all parts there, some new. Will make a lovely car. LHD. Warwickshire. 07966 178065 (SN)

XK150 FHC



1969, £68,000. Ex-Tucson, Arizona, brought to UK 2004. Lovely/expertly restored with original parts, converted to RHD, improved with 5-speed gearbox (full history). Present owner Gordon Wright (since 2005). Stored in specialist Kelsey Classic Car Storage, Included exercising once a week on premises. Superb condition body/mechanical. Beautiful driving/touring car, used 3 to 4 times a year (e.g. Entente Cordiale, London to Brighton Run, etc). Biggin Hill, Tn16 2hr. 01959 571048 or 01959 541444

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E-TYPE



1969, 63,000 miles, £0 offers invited. LHD car painted in the colour Sable and was first registered on the 12th Feb 1969 with the registration number UDU899G as can be seen on the export document. The car was converted to RHD and resprayed in opalescent dark green. The engine and mechanicals as can be seen by the pictures were rebuilt by John Arnold of Revival Motorsport. Derbyshire. 07770 357253

E-TYPE



1967, £15,000. As you can see in the pictures it has a Roll cage fitted, has a lightweight fibreglass bonnet fitted and has been race prepared at some time in its life. Unfortunately I don't know if, where or when it has been raced. The car requires a full restoration and has been stripped down ready for work to commence. West Midlands. 07939 802262 (HP)

E-TYPE

£2,500. Works hard top (with "all" chrome) in VGC and ready to use £2500. 3.8 engine Kept as spare and complete £995. No offers on either of these items. 07866 004385 (SN)

E-TYPE ROADSTER



1973, £75,995 Or near offer. Series 3, 5.3 litre V12. Original UK Right Hand Drive Roadster. Azure Blue with Tan Leather interior. Chrome wire wheels, factory hard top and 5-speed manual gearbox. It ticks all the right boxes. Go to <https://jaguarstype.shutterstock.com/> for a great selection of photographs. Mechanically the car has just had everything done. Lincolnshire. 01507 53376 (MC)

ETYPE



1971, £19,995 Or near offer. Delivery can be arranged at buyers cost for £1.25 per mile one way. Open to offers but I really don't need the money or space so happy for it to sit and increase in value rather than sell for silly money, for serious buyers only please. deposit required to end listing of £1000 non refundable as I don't want to end and relist every 5 mins due to joke bidders. Devon. 07886 935900

Mk 1, MK 2, 240, 340, Daimler 2.5 V8 & V8 250 for sale

MARK 2



1966, 20,000 miles, £28,500 Offers invited. Mint condition, authentic RHD model, 3.4 Litre engine, 4-speed manual with overdrive. This is an exceptionally well-kept specimen with low mileage. This car spent some time abroad in the hands of a collector and was recently restored by a renowned German classic car dealer. I am bringing this car back home to the UK and am looking for a deserving Jaguar enthusiast to take care of her. London. 07930 140914 (MC)

MK1 2.4 LITRE AUTO



1958, 83,900 miles, £15,750. A very rare opportunity to buy a rust free Jaguar Mk1 in Mist Grey that has been recently shipped over from Queensland, Australia. Red leather interior and wood trim dash. This Car has been maintained regardless of cost (Bills in excess of \$25,000 covering the mechanical restoration of the Engine/Torque converter Transmission/Brake and Clutch Master Cylinder/Alloy Radiator and Exhaust system). The car comes complete with a Jaguar Production Trace Certificate and extensive History, letters from previous owners and concourse competition results. The interior leather has been expertly repaired and could be colour dye blended. Hertfordshire. 07866 339451

MK2



1966, £25,750. 3.8 manual o/d. supplied new by Henlys, London 23.12.1965, this is a genuine UK RHD with matching numbers in BRG with beige leather upholstery, as shown on Jaguar heritage certificate. Comes with large history file detailing restoration, engine rebuild, MoTs etc. West Midlands. 07542 622037 (HP)



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MK2 2.4



1967, £15,950 ono. Manual in amazing 1+ condition. Old English white with navy blue interior and wire wheels, one of the last before the 240. The car has had £20k spent on it in recent years including interior refurb and all bodywork inc quality respray. chrome is good some pin holes in chrome handles 2 good ones to replace included. Everything works except the time clock. The engine is all good, normal oil pressure again with lots of work done in recent years to keep it singing. All receipts, MoTs and Tax discs to 1992. New mot without advisories. A great investment. Cumbria. 01539 724291

MK2 2.4



1961, £1,995 Or near offer. Manual, been dry stored since 1971 complete car in need of restoration. Wales. 07813 373332 (MC)

MK2 3.8

1960, £30,000. Totally unique unrestored UK original car, all the rare features and extras, a real undiscovered hidden gem and a sure investment, professionally authenticated, original documentation and V5 and Heritage, runs and drives, very reluctant sale. Midlands. 07763 196394

S-TYPE 3.4 AUTOMATIC



1965, £12,500. With Power steering. Opalescent Silver Grey with Grey Leather interior trim, recent works include stainless steel exhaust system, New battery, brake work to include front brake callipers overhauled, master cylinder, New flex brake pipes and copper brake pipes, New brake pads. Car is used regularly and has excellent oil pressure, distinguished and valuable Reg no SPY (James Bond!). A very original unmissed with car with superb interior trim, the paint / bodywork requires some attention. Any questions Please call. Wales. 07827 326629 (MC)

V8 250



1967, £5,500 ono. Sun roof, Power steering, drives well but not getting anyuse. MOT till October 2015. Essex. 01708 761687 (SN)

S-type, 420, Daimler Sovereign 63-69 for sale

DAIMLER 420 SOVEREIGN



65,249 miles, £POA. The current MOT expires on May 18th 2016. There were no advisories. The interior is time warp with a wonderful patina. The leather seats & walnut dash are totally original, not refurbished. She drives beautifully, smoothly with no nasty clunks or rattles. The original tool kit, spare wire wheel, jack & special wheel spanner are all present & correct in the boot. 07836 636901

SOVEREIGN



1967, 67,000 miles, £8,500. Nice bodywork. Solid underneath. CWW. Stainless steel exhaust. Brakes fully overhauled. New servo, discs etc. Lots of new parts, bills to show. Large history file. MOT to August 2016. Devon. 01364 654899 (PB)

420



1967, £9,995. It's the more rare manual version with overdrive. This is one of only a couple of hundred left on the road in the UK. She has the same lovely 4.2 engine as used in the XK and when launched was claimed to deliver 245BHP. She still pulls like a train today, easily keeping up with modern day cars. She has an MOT until July 2016. Kent. 07738 137011 (MC)

XJ6 S1, S2, S3 & Daimler for sale

XJC



1978, 93,827 miles, £4,999. 4.2 Coupe. With Elec Sunroof. Ideal rolling restoration or use as it is, complete car, been stood 4 years so no MoT or Tax, running, just drove 200 miles, car is complete and rare spec. Brentford. 07453 055376 (SN)

XJ6 SOVEREIGN



1986, 86,000 miles, £6,995. 4.2 Itr - Dual fuel with LPG Auto gas tank in boot so 1/2 price motoring. Virtually rust free, this Jaguar is rare and collectible - "A classic investment" as quoted recently by Quentin Wilson on "The Classic Car Show". Lots of documentation and service history information. Surrey. 07500 771520 (HP)

DAIMER SOVERIGN



1983, 54,000 miles, £3,000. Reconditioned last year following Twenty Two year lay up. Rebuilt engine, fuel system. Brakes, front suspension, new handling. Nice solid car which drives beautifully. West Midlands. 01215 613448 (SN)

XJ6



72,174 miles, £12,895. 4.2 auto. Registered in 1978 with on 37 4.2's built in that year. A full description can be seen at www.cathedral-classics.com. The car is in Germany with the price. Including shipment to the UK and a new MoT. Sensibly priced to be simply used and enjoyed - or invested. Be quick! (T). Germany. Contact Stewart on +49 172 5238415 (HP)

XJ6 SERIES 2



1978, 32,168 miles, £12,895. 4.2 auto. Full history and in resplendent condition. A detailed description can be seen at www.cathedral-classics.com. The car is in Germany with the price. Including shipment to the UK and a new MoT. (T). Germany. Contact Stewart on +49 172 5238415 (HP)

XJ12, S1, S2, S3 & Daimler for sale

XJ12



1973, £11,995 Or near offer. SJ Classics to offer this rare opportunity to own this unique and iconic Jaguar XJ12 Series 1 SWB. The car has been lovingly restored back to its original and very beautiful condition. It is presented in stunning Old English White, with Black Vinyl Roof and contrasting red leather interior - the exact specification some 42 years ago. The car comes with a new MoT and is of course road tax exempt!! Hertfordshire. 01763 288386 (DAYTIME) OR 07749 253901

XJS for sale

THE XJS REBORN



KWECARS.COM 01635 30030

3.2 XJ SE EXECUTIVE



2002, 83,000 miles, £4,865. Superb example of the V8 3.2 engine version. Silky smooth just glides along, the interior and body are in fantastic condition. Air bags, ABS, PAS, ESP. Immobiliser/Alarm, climate control, cruise control, leather memory seats which are heated. Park assist, electric tilt steering wheel, full main agent history last service in May this year, few miles ago. Would consider a PX with interesting car. 07512 767398

V12 XJS HE SPORTS AUTOMATIC



1991, £POA. Selling this classic sports car with good running Engine and Gear box with no issues for Jaguar enthusiast to do up the body work. Only 43973 mileage makes this car a worthy investment. This will make an excellent investment as these model is becoming rare and getting expensive as The V12 XJS is probably the only affordable 12 cylinder mass production car left to buy. Ideal for Kit car conversion or Donner car. Viewings are welcome. 07831 672855 / 02085 715823

XJS

1976, £500. Series 1, 5.3, fixed head coupe for restoration, primrose yellow, personal number, standing for 16 years under cover, exhaust rotten, some lower body rust, good beige interior. Cambridgeshire. 07456 430933

XJS



1987, 60,000 miles, £5,995 Offers Invited. The car is an outstanding original example finished in metallic Birch Silver with beautiful original cream trim. Full MOT with no advisory. All factory hand book, manuals, literature in green Jaguar wallet, including the tool kit. For further detail info or to arrange viewing please call. 07722 057129 (MC)

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Jaguar XK 4.2 2dr 2006 (06).
43,000 miles, 4.2L, Petrol, Automatic, Convertible, Metallic Slate, Service history, Satellite Navigation, Climate Control, Cruise Control, Parking Aid (Rear), 20" Senta Alloys **£21,995**



Jaguar XK 4.2 2dr *HUGE SPEC, STUNNING* 2006 (06) 67,000 miles, 4.2L, Petrol, Automatic, Convertible, Silver, FSH, Satellite Navigation, Climate Control, Cruise Control, Heated seats, 20" Senta Alloys, Parking Aid **£20,995**



Jaguar XF 2.2 TD 2012 (62) 33,000 miles, 2.2L, Diesel, Automatic, Saloon, Red, Satellite Navigation, Climate Control, Cruise Control **£22,995**



Jaguar XKR 5.0 Supercharged 2dr 2012 (12) 58,000 miles, 5.0L, Petrol, Automatic, Convertible, Black, Satellite Navigation, Climate Control, Cruise Control, Parking Aid (Front/Rear), Alloy Wheels 20" **£37,995**



Jaguar XKR 4.2 2dr 2009 (09) 24,000 miles, 4.2L, Petrol, Automatic, Convertible, Black, Service history, Satellite Navigation, Climate Control, Cruise Control, Parking Aid, Seats Heated, Ivory Leather Seats, 20" Senta Alloys, **£32,995**



Jaguar XKR 4.2 2dr *big spec* 2007 (07) 74,000 miles, 4.2L, Petrol, Automatic, Coupe, Blue, Full dealership history, Satellite Navigation, Climate Control, Parking Aid (Front/Rear), Seats Heated **£19,995**



Jaguar XK 4.2 2dr 2006 (06) 68,000 miles, 4.2L, Petrol, Automatic, Coupe, Blue, Satellite Navigation, Climate Control, Cruise Control, Parking Aid (Rear), Seats Heated, Alloy Wheels (18in) **£16,995**



Jaguar XKR 5.0 Supercharged 2dr 2010 (10) 81,000 miles, 5.0L, Petrol, Automatic, Convertible, Blue, Satellite Navigation, Climate Control, Cruise Control, Seats Heated, Parking Aid (Front/Rear), Alloy Wheels 20" **£28,995**



Jaguar XKR 4.2 S 2dr 2005 (05) 79,000 miles, 4.2L, Petrol, Automatic, Convertible, Blue, Climate Control, Cruise Control, Alarm, Upholstery leather, Alloy Wheels (20in), electric seats **£17,995**



Jaguar XK 5.0 V8 2dr 2012 (12) 32,000 miles, 5.0L, Petrol, Automatic, Convertible, Metallic Black, Cruise Control with ASL, DAB Radio, Parking Aid, Touch Screen Visual Indicator, 20" Kalinnos Alloy Wheels **£35,995**



Jaguar XK 4.2 2dr 2006 (06) 67,000 miles, 4.2L, Petrol, Automatic, Convertible, Metallic Zircon Blue, Satellite Navigation, Climate Control, Cruise Control, Parking Aid, Ivory Leather Interior, 20" Senta Alloys **£20,995**



Jaguar XK 4.2 2dr 2007 (07) 105,000 miles, 4.2L, Petrol, Automatic, Coupe, Metallic Slate/Grey, FSH, Parking aid, Heated seats, Satellite navigation, Warm Charcoal Leather Interior, 18" Venus Alloys **£13,995**



Jaguar XK 4.2 2dr 2008 (57) 60,000 miles, Petrol, Automatic, Convertible, Black, Satellite Navigation, Climate Control, Cruise Control, Seats Heated, Alloy Wheels 18", Ivory Leather Interior.... **£24,995**



Jaguar XKR 4.2 2dr 2007 (07) 56,000 miles, 4.2L, Petrol, Automatic, Coupe, Metallic Black, FSH, Sat-Nav, Climate Control, Cruise Control, Parking Aid, Heated Seats, 20" Senta Wheels, Power Steering, Warm Charcoal Leather **£21,995**



Jaguar XK8 4.2 2dr Auto 2004 (53) 70,000 miles, 4.2L, Petrol, Automatic, Coupe, Metallic Platinum/Silver, FSH, Cruise control, Leather Sports Seats, Parking aid, Power steering, Traction control **£10,995**



Jaguar XJ 2.7 TD Vi Sovereign 4dr 2008 (58) 61,000 miles, Diesel, Automatic, Saloon, Grey, Satellite Navigation, Climate Control, Cruise Control, Seats Heated, Parking Aid (Front/Rear), Ivory Leather Piped **£14,995**



Jaguar XKR 4.2 2dr 2005 (05) 63,000 miles, Petrol, Automatic, Coupe, Green, Service history, Climate Control, Cruise Control, Seats Heated, Alarm, Alloy Wheels, Upholstery Leather **£16,995**



Jaguar XK 4.2 Supercharged 2dr Auto 2005 (05) 69,000 miles, 4.2L, Petrol, Automatic, Coupe, Silver, Cruise control, Reverse Parking Aid, 20" Detroit alloy wheels, DSC, Adaptive Cruise Control, Satellite navigation **£14,995**



Jaguar XKR 4.2 2dr *2 Tone Leather Interior* 2003 (03) 75,000 miles 4.2L, Petrol, Automatic, Coupe, Black, Service history, Climate Control, Cruise Control, Parking Aid, 20" Montreal Alloys, Satellite navigation **£13,995**



Jaguar XK8 4.2 2dr 2003 (03) 53,000 miles, Petrol, Automatic, Convertible, Blue, Climate Control, Cruise Control, Seats Heated, Parking Aid (Rear), Apollo Alloys 19" **£14,995**



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XJS



1995, 97,000 miles, £6,495 Offers invited. 4.0 Litre AJ16, Last of production. The car is an outstanding example finished in metallic burgundy with beautiful original cream leather trim. This is probably one of the best example of these latest model on the market. Excellent service record and maintenance. Long MoT with no advisory. The car drive fault less and a pleasure to drive. Factory extras: Air-conditioning, electric Seats, electric mirrors, remote locking, stack CD player, etc. 07722 057129 (SN)

XJS



1991, £5,800. Excellent Condition, seats in excellent condition except driver side piping showing. Paintwork is spot on, engine is sweet, runs beautifully except a few little knocks when driving due to old bushes that need replacing (you must see this car to appreciate it) underneath looks all good. This car will only require minimal work if any. Worcestershire. 07742 668558 (MC)

XJS C



1987, 77,200 miles, £8,500. Number 72 of only 103, 3.6 Automatic cabriolets made. This car is very special as it comes with its original factory Hard Top, Tonneau cover. 16 Stamps in service book Dealers and Jaguar specialist, all MoT. Has just been tested with no advisory's and is rock solid underneath. The engine and gearbox are very smooth, with excellent oil pressure. Yorkshire. 07831 237343 (HP)

XJS CELEBRATION CONVERTIBLE



1996, 90,000 miles, £13,900 ono. 4 litre auto. Dark green, magnolia. MoT May 2016. Lincolnshire. 01673 842672 (RB)

XJS COUPE



1992, 104,300 miles, £5,750. Has service history to support this. It looks wonderful in British Racing Green and biscuit leather inside. The handbook, jack and tool kit are all present and complete. The panels are straight and the gaps perfect, the paint has a deep shine and looks fabulous but it is not perfect if one looks very closely. The chrome is good and the glass appears to be original and is unscratched. Wiltshire. 07799 360565

XJS SPORTS COUPE



1992, 135,000 miles, £3,500. 5 speed manual. Kingfisher blue. Recently undergone major surgery G/H/GSKT. Replacement front subframe. Wheel bearings. Anti roll bar rubbers, tyre, 10,000 mls service and MoT. Now sound in wind and limbs. Ex / Condition. 01817 475489 (SN)

XJSC TARGA



1996, 134,000 miles, £6,850 Offers invited. Lpg gas conversion returns 27 miles to the gallon. Finished in metallic gleaming red with contrasting magnolia leather interior, rare 5 speed manual gearbox. Looks and sounds excellent the body is not bad for age it does have very minimal age related marks. Yorkshire. 07846 109646 or 07838 385789 (MC)

XJ6 (XJ40) & Daimler 86-94 for sale

XJ6 SPORT



1993, 107,000 miles, £950 offers invited. T has a valid MoT certificate which doesn't run out until September. Starts and drives like a dream. It comes with Jaguar service history up to 68,000 miles and the last owner had her for 12 years and was a qualified mechanic who serviced and maintained her himself every year. West Midlands. 07891 431533 (HP)

XJ6 3.2



1992, 44,485 miles, £1,675. K reg. Green, auto, petrol, sunroof, cream interior 1/2 leather. New battery and tyres. Car on SORN due to owner's ill health. Solid car very good condition. New Milton. 01425 611484 (SN)

SOVEREIGN



1993, 125,000 miles, £8000. Unique Spec, Amethyst Blue, 2tone Pale & Dark stone leather including dashboard, parcel shelf, headlining etc. All original handbooks and tool kit. Swaps considered. Gatwick. 07729 393302 / 02075 253575 (SN)

SOVEREIGN AUTO



1988, 50,000 miles, £995. (E Reg) Automatic 4 Door Saloon Blue 3590cc MoT till October 2015 (No advisory) Beige Leather interior. Sittingbourne. 07860 723723 (SN)

XJ40

1993, £1,250. Lovely thing. All works. Needs loving home as I have bought an aluminium super 8. Mileage some 170k but difficult to believe. Quad lamps not the horrible big square things. 02085 249001 / 07930 116167 (SN)

XJ6



1994, 120,000 miles, £950. Kingfisher blue. The interior is in good condition with lovely grey leathers with nice red carpets. It has a few months Tax and the MoT is up in June 2015. The car is in overall good condition with a few dents and scratches here and there. Engine and gearbox is very strong and it pulls like a train. The passenger front door handle needs replacing its come loose. Northamptonshire. 07411 994542 (HP)

XJ6 4.0 AUTO



1992, 48,000 miles, £1,385. Looks, runs and drives amazing for age, covered less than 1000 miles in last 5 years. Very clean example, little effort could be a show car! 12 months MoT and full service history, located in southport pr8 6eh. Merseyside. 07541 536764 (MC)

XJR SPORT

1992, 136,000 miles, £1,495. 4 litre. Very rare opportunity to purchase this limited edition. This is the early non-supercharged model. In Regency red metallic, colour coded bumpers. EGG crate grille. Magnolia leather piped in red, colour coordinated sport steering wheel. Revolver sport alloys with recent new tyres. Excellent mechanics. This is the 151 mph version (251 bhp). Bargain with full MoT. Warwickshire. 02476 160817 or 07951 361719 (RB)

XJ6 (X300) & Daimler 94-97 for sale

XJ6

1994, £1,295. Superb drive, nice drive train, nice supercharger, good strong engine, fully serviced, stamped service book, has 4 new tyres, needs cosmetic attention and sunroof, excellent running, for a fast appreciating classic, any inspection. Yorks. 07952 230714 or 01226 297411

XJR 6

1995, 130,000 miles, £1,095 ono. Met blue, nice wood/leather, vgc, drives superb, needs new sunroof & cosmetics, x4 new tyres, fsh, good engine best one 6 cylinder, good supercharger, 4 months test, got to sell new Jag coming, come and have a look. nice bargain, one owner, any inspection. Yorkshire. 07952 230714 or 01226 297411

SIX 4.0



1996, 85,927 miles, £5,999. Stunning Daimler, beautiful colour and condition having been garaged kept, no rust, over 100 pics online, please email or call for more info. 07562 710769

XJ6



1997, 173,241 miles, £1,295. 1 owner since 2 years old, drives amazing, poor paint finish and few parking dings, ideal use as it is or donor for a kit car. 07453 055376

XJ6

1994, 152,000 miles, £1,500. Lovely XJ6 32, need a good home, auto, gunmetal grey, very good engine and gearbox, 10 months' MoT, very nice car in good condition, lovely to drive, radio CD player, everything works fine, all tyres good, service history. Staffs. 07415 928301

XJ6 EXECUTIVE



1997, 58,000 miles, £2,995. Graphite grey metallic with black leather interior. Service history, last full service @ 56,000 miles. Inc. gearbox oil change. The car is fitted with four almost new good quality continental tyres. All the original booklets is with the car as is 2 keys. The MoT runs until April 2016. No advisories. Any questions please call, I may consider part exchange. Kent. 07881 434827 (MC)

XJ6 SPORT



1994, 28,000 miles, £4,995. In turquoise metallic with grey leather. Only done 28,000 miles from new, same owner for last 17 years. Lovely car, drives excellent, full service history, all old MoTs and bills, 2 keys, and all original booklets. Lancashire. 07935 369986 (HP)

XJ6 SPORTS



1997, 103,000 miles, £400. Runs and drives well, been of the road for 4 or 5 years - body work very good apart from passenger side front wing, quick sale or will brake for spares, v5 present. Lincolnshire. 07961 995708 (MC)

XJR6

1995, £1,195 ono. One owner Met blue, beautiful leather and wood. FSH, fully stamp book 4 new tyres. 2 months MoT. Nice suspension, drives superb, good engine & supercharger. Good solid bodywork, lovely sports car driver, needs cosmetic work. New sunroof, some paint TLC. Fault on no.5 injector. Fantastic buy for 6cylinder, appreciating classic, house extension reason for sale. Yorks. 01226 297411

XK8 & XKR for sale

STRATSTONE LIMITED EDITION

£POA. XKR convertible. By private buyer. Berkshire. 07778 061953 (PB)

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XK COUPE 5.0 AUTO



2011, 25,000 miles, £25,000. 60 reg Silver with black leather interior. With full main dealer service history (serviced in July). MoT January 2016. 01952 463413 / 07900 044107 (SN)

XK8



1997, 75,000 miles, £7,950. Convertible, 4.0 litre, summer Sunday use only, 15 service stamps, only covered 1,000 miles since last MoT. 07981 074284 (SN)

XK8



1998, 124,000 miles, £3,700 ono. 4.0 V8. MoT Feb 2016. Lovely condition. Champagne silver/black leather. It comes with lots of paper work, old MoTs and a stamped service book. Excellent runner, totally reliable very strong engine, gearbox is smooth. There is no rust what-so-ever anywhere on the car, it's completely solid. The wheels are good with nearly new tyres all round. Derbyshire. 07708 950559 (HP)

XK8



2006, 53,000 miles, £11,000. Massive specification, powered by a Monstrous 300 BHP 4.2 Sports V8 Power plant which delivers awesome power and sound combined with unparalleled refinement. The car comes with 2 Keys, Full Service History along with is 7 Main Jaguar Dealer Service stamps, Owners Manual. New MoT Expires 03/16, 1 Previous owner on the LogBook, has evidently been cherished, outstanding condition inside & out. Call for more details. London. 07545 210860 (MC)

XK8



1998, 52,000 miles, £6,750. In same family from new. Silver with parchment trim. HK stereo upgrade, heated electric memory full leather seats. Cruise control, 18" alloys, electric steering column a/c etc. MoT next January. Good condition with much recent work. 01952 463413 (SN)

XK8 4.2



2002, 98,000 miles, £8,975. Finished in pacific blue with ivory trim. This XK8 has a very high specification which includes full ivory leather recaro leather trim, an option that was so expensive at the time this car was new hardly anybody purchased it! It also has aluminium dial gear console and door trims. The service history comprises of 12 stamps last serviced at 97,000 miles in March 2015. This xk has 19" wheels, recently refurbished with good tyres and comes with a new MoT. Delivery possible. £8,975.0001622 844608. 01622 844608 (MC)

XK8 COUPE



1997, 39,000 miles, £7,100 Or near offer. In very good original condition, Carnival Red Paint with excellent condition Ivory Leather interior. The car has a full service history and a Jaguar Heritage Certificate and is a rust free example. The car has had recent service work undertaken (I will talk or email you through the details) also any work done has been with genuine Jaguar parts only I am happy to discuss the car with you please call Jon. 01903 742212 (MC)

XKR



2008, 38,000 miles, £23,975. Delivery and P/X possible. SSS Jaguars are pleased to offer this Exceptional XKR with a Full Jaguar service history, last at 34,800 Presented in Metallic Anthracite with full black leather trim, the car is in excellent condition, has a long MoT and drives very well. (T). 01622 844608 or 07768 883858 (MC)

XKR



92,000 miles, £8,750. Sapphire blue with a blue hood and full cashmere leather. The car has had only 3 former keepers and has an excellent service record comprising of 14 stamps in the book last at 89613 miles. Both the exterior and interior are in well above average condition and the car has a high specification including cruise control, heated electric seats and a cd changer. I have done over 300 miles in this car, it runs well and is a pleasure to drive. Delivery and part exchange possible. (T). 01622 844608 (MC)

XKR



2007, 56,000 miles, £21,750. Full service history, with no expense spared. Magnificent condition throughout, needs nothing. You will struggle to find better anywhere, a lovely pampered south coast and mature driven car. Always garaged and covered. Bentley continental arrival means it should be handed on. call alan for a chat. Sussex. 07968 385439 or 01323 656527 (MC)

XKR CONVERTIBLE



2000, £9,750. Metallic blue with blue mohair roof and cream and walnut interior. w plate year 2000 so benefits from pre 2001 cheaper road tax 4.0 engine with 370bhp. complete Service history from new, main dealer and specialist, I am the 4th owner and it has been well loved and maintained throughout its life. Toolkit, all manuals and two sets of keys and remotes present. Lancashire. 01257 451976 (MC)

XKR COUPE



2007, 61,000 miles, £22,500. This head turner is fitted with every possible option. Ebony with ivory sports seats. 20" Senta wheels. Front/Rear park assist. FSH (Main Dealers). MoT March 2016. Coventry. 07968 263964 (SN)

XJ8 (X308) & Daimler 97-03 for sale

XJ8

1997, 157,000 miles, £2,750 ovno. With prins LPG conversion, runs beautifully on petrol or half price gas, sapphire blue ivory leather, excellent condition for year. Surrey. 07714 456895 leave voice mail if no answer (SN)

DAIMLER V8 AUTO



1998, 72,000 miles, £4,500 Ono. Full service history, much loved, many pennies spent over last two years to maintain this immaculate condition including timing chain tensioners and new head lining. Devon. 07812 977879

XJ SOVEREIGN



1999, £1,995 Or near offer. Red, Ivory leather interior, low mileage, usual extras including ABS, climate control, cruise control, electric front seats, remote central locking, radio/cd changer, new headlining, brakes, cam tensioners, battery, good tyres, regularly serviced, MoT November 2015 (new MoT on purchase if required) current owner 6 years, cheap to run on LPG Gas & insure on classic car insurance. City Of Bristol. 07966 361423 (MC)

XJ8



2000, 75,000 miles, £3,599. 4.8 auto. 4 door saloon. Green. 12 service stamps, 11 by Jaguar main dealer, 2 keepers only, metallic paint, leather seats, cruise control, wooden gearknob, alloy wheels, stereo, electric windows, air conditioning, airbags, height adjustable drivers seat, power steering, this Jaguar is classic luxury. Px possible, debit and credit cards taken. Please do not text or email. By appointment only. www.kinsonmotorcompany.co.uk (T). Hampshire. Call 02380 766870 / 07545703474 (HP)

XJ8

1999, 75,000 miles, £3,599. 4.0 auto 4 door saloon, metallic green, 2000 model, 12 service stamps, 11 by Jaguar main dealer, 2 keepers, leather seats, cruise control, wooden gearknob, alloys, stereo. Photo on website. By appointment only (please do not text or email). 02380 766870 or 07545 703474

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S-TYPE

XJ

XF

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LAND
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XJ8



2002, £3,885 ono. 3.2 se, seafrost metallic/ oatmeal leather, Immaculate condition. MoT'd / taxed, recently serviced, recent new parts inc. exhaust, pads and discs. Brand new 2012 xfr nevis alloy wheel and tyre set 255/295 pirelli's/ modified hubs, type r exhaust finishers, mesh grill, unique eye-catching vehicle. Bedford. 07947 771423 (SN)

XJ8



1997, £3,700. Sea Frost, beige interior, immaculate inside and out, fsh, until 48,000 miles by Guy Salmon, new engine under Jaguar warranty at 18,000, MoT March 2016, rebuilt gearbox 51,300. Surrey. 07984 469856

XJ8



2001, 74,300 miles, £2,000 ono. Long MoT, great tyres, lovely and clean, scratch on the bumper fully loaded 3.2 engine drives like a dream, fully serviced, 6x4 player great sound, £2,000 is a bargain great first Jag, trouble free motoring, smooth gear change and lots more, first to see will buy. 07950 134062 (HP)

XJ8 3.2



1998, 53,000 miles, £4,250 ono. Beautiful Jaguar in rare Black with Magnolia leather interior. Sunroof. Fully stamped SH/Bills. 10 months MoT (No Advisories). Pirelli 6000 tyres. Excellent condition, one of the best remaining. 07828 583680 (SN)

XJ8 EXECUTIVE

2002, 125,000 miles, £2,200. 3.2 Auto, grey, full leather interior. Fully loaded two sets of wheels. Berkshire. 07766 718938 (SN)

XJ8 SALOON

2000, Only 83k miles, £3,500 ono. Emerald. Beautiful leather. Service history. Long MoT. Chains and tensioners done. 3.2ltr, high spec. Am third owner. Buying XK8. This Jag is condition one. Trowbridge, Wiltshire. 01225 763352 (RB)

XJ8 SPORT



2001, 65,000 miles, £4,950 ono. Seafrost green with Ivory interior. A beautiful unmarked example of only 1,108 sports built and the last classic Jaguar shape. Fully serviced ready to enjoy. Pictures available. Derbyshire. 01298 812750 / 07972 268966 (SN)

XJR 100



2002, £11,500 Or near offer. Supercharged. Excellent Condition. Four new tyres, new front discs and pads, New Water-pump, All wheels unmarked. Heated front and rear seats, Factory Sat Nav and car phone, rear parking sensors, Alpine stereo, Brembo brakes, 2 previous owners, all MoT's and books. 07740 739048 (MC)

XJR V8 SUPERCHARGED



2000, £4,500 Or near offer. As the seats were worn and tired I bought a complete set of good seats in August 2014 which I renovated with a good leather renovator and fitted and now the interior is in fantastic condition. In October 2014 the battery collapsed so I replaced this so no more problems there. In December 2014 the supercharger and alternator belts, latest model of tensioner supplied by local Jaguar dealer, as well as the supercharger pulley and bracket were replaced and the engine is now as good as it gets! During the winter of 2014 the roof lining sagged which is a common fault of the XJ series so this was replaced and looks very nice indeed. Reluctantly I am putting up for sale as I have bought a new car. 07703 009508

XJ (X350) & Daimler 03-10 for sale

SOVEREIGN 2.7 TDVI



2006, 91,000 miles, £7,950. Shadow grey with Ivory piped leather. The car is in exceptional condition with a full service history. Spec includes, satnav, heated electric seats, cruise control, cd changer and all the normal sovereign refinements. The car runs well and is a pleasure to drive. Private plate remains with the car. Delivery/part exchange possible (T). 01622 844608 (MC)

XJ6



2004, 89,500 miles, £4,500 ono. 3.0 automatic in met grey with cream leather interior. MoT until May 16. Full Service History. Wiltshire. 01980 862368 (SN)

F-TYPE for sale

F-TYPE



2,700 miles, £57,950 ovno. 3.0 supercharged v6 auto. Salsa red. Jet leather and suede interior. Heated front seats. Cruise Control. Sports carpet mats. Active sports exhaust. Switchable AS exhaust. Parking aid with Camera. Sports sun visors with mirror. 20 inch black cyclone alloy wheels. Red Brake callipers. Chrome bonnet and wing vents. Including 5 years service package i.e. no service costs for 5 years. Cost over £68,000 Save over £10,000. 07860 709448 (SN)

S-TYPE 99-07 for sale

S-TYPE



2001, 90,200 miles, £1,200. 3.0 auto. Very good condition. MoT January 2016. All service stamps. All electric, ac, mirrors, seats, sunroof, cd changer, etc. Full leather. My care last eight years. Lincolnshire. 01724 849678 (RB)

S-TYPE



2007, Only 24,600 miles, £7,650. Fantastic car in great condition. My pride and joy. Shropshire. 07731 822479 (RB)

S-TYPE

81,000 miles, £2,675. Black, 3.0l v6 sport, auto, reg March 2003 "03" plate. Vgc, MoT till Dec, full black leather interior, rear privacy glass, A/C reversing sensors, C/D player Parrot hands, free car kit. Hlnckly. 07732 630598 (SN)

S-TYPE (X202) V6 SE



2004, 78,000 miles, £2,900. One previous owner, Very well looked after, Rear Spoiler, Beige leather interior, Parking sensor, MoT until April 2016. Must be seen. Surrey. 07762 10827 (SN)

S-TYPE 2.5



2003, 80,454 miles, £2,400 ono. Zircon blue, grey leather. Fsh. 10 stamps (dealer). Auto box, oil change, smooth drive. Last service 77,194. 4 new Vredstein winter tyres, 4 P6000 Gmm. 2 keys. Phone prep. MoT March 2016. Ross-Shire. 01349 882921 (RB)

S-TYPE 2.7DV6 SPORT

2005, 140,000 miles, £3,195. MoT 11 months. Grey, cream leather, ew, es, pas, cc, climate control, computer, cd player, multichanger. Service history. Very economical, 38 mpg. Selling due to new addition to family. Tyne And Wear. 07523 047233 (RB)

S-TYPE V6 SE AUTO

2003, 108,000 miles, £1,500. 2.5 Petrol engine. Pale blue. New Interior. 1 Mark on chrome. Perfect condition. Derbyshire. 01246 238507

S-TYPE XS



2006, £3,000. Petrol, 06 Black, Black Leather Sport Int, F & R Parking sensors, service history, Genuine reason for sale. 01455 553654 / 07754 005986 (SN)

X-TYPE for sale

X-TYPE



60,277 miles, £2,950. 3.0 Manual, 2 owners, with full service history, 12 months MoT, metallic black, charcoal leather, superb condition throughout, sports quad exhausts, drives like new. (T). 01332 265826 (HP)

X-TYPE



2001, 89,000 miles, £1,450. Cream leather seats, exceptionally clean. Reverse sonar signal. MoT. 2 owners. Central locking. Radio/cassette. Full service history by main dealers. Airforce met blue. London. 07598 024888 (PB)

X-TYPE



2004, £2,050. Sport estate in really good condition. 130BHP diesel model giving excellent performance, very quick, and 50 mpg. Original paint and no rust, waxed underside, never been welded. Full leather interior in good order with electric drivers seat, heated front seats, electric windows all round, heated electric mirrors, climate control, nice radio/CD player, Jaguar overmats and rear load protector. 01239 841453 / 07875 624239 (SN)

X-TYPE ESTATE

2006, 74,126 miles, £2,345 ono. 1988cc, silver, 5 door, manual, diesel, service history, MoT until August 2016, black leather interior, excellent condition, central locking, heated front seats, Cat C. Staffordshire. 01538 702608

X-TYPE SPORT



2002, £2,000 Offers invited. Up for sale is my Jaguar x-type 2.5 v6 sport in blue colour coded panels. Full black leather interior unmarked, bodywork is nice, fsh from Jaguar, 12 months MoT, tow bar and electrics not fitted but come with motor. The Jaguar is fully loaded recent re gas a/c full service less than 200 miles. Essex. 07733 350650 (HP)

Parts for sale

CHROME FRONT BUMPER

£30. Austin Princess limo, also fits Jaguar MK10, good chrome, no dents, buyer collects. Kent. 020 8302 2283

FORD SIERRA TYPE 9

£285. Gearbox, 5 speed. Suitable for many sports and saloon car conversions. Lothian. 01313 432574 (RB)

FOUR YOKOHAMA WINTER TYRES

£85. 195/45/16, 7mm of tread left, only used for 3 months, confidence inspiring in frost/icy conditions, buyer to collect. Staffordshire. 01782 935879

JAGUAR

£110. Moto-Lita steering wheel with Jaguar Boss. First class condition. Co Durham. 01325 256427 (PB)

JAGUAR BBS MONTREAL SPLIT RIM OYSTER



£750. 8.5 x 19" alloy wheels / tyres, XJR 100 fitment but will fit all XJ's from '68 to '02, very straight, no flat spots or buckles. Bedfordshire. 07947 771423 (SN)

JAGUAR E-TYPE SERIES THREE

£1,750. Black hardtop, new rubbers, rear window and re-painted by Classic Car Company, Bridgenorth. Flintshire. 01244 546723

JAGUAR MK V OFFSIDE REAR WHEEL FENDERS

1948, £50. have a pair and 2 offside rear wheel fenders for a Mk V Jaguar offers over £50 for the pair and offers on the others please. Text me if interested. Worcestershire. 07917 375171 (HP)

JAGUAR MK2 PAINTED WIRE WHEELS



£80. With tyres. Wire wheels are in excellent condition no rust or loose spokes. Tyres have loads of tread but are beginning to perish. 01908 520149

JAGUAR MK4 SS

1940, £150. Steering column, box & wheel, £150. Bonnet 4 pieces with catches £100. Prop shaft & UJ, £60. Pair of front seats £75. Somers. 01761 470607

JAGUAR MKII

£49.50 + postage. Four chrome hub caps with "Jaguar" insets. Good conditions, no dents / scratches. Warwick. 07798 502477

JAGUAR PARTS XK 8/9

£Various. Front windscreen £85. Pair exhaust manifolds £58. Telescopic boot lid tube £75. Door hinges £65. Pair rear hand brake compensator working order £65. Front grille £100. East Lothian. 01316 619800 (SN)

JAGUAR STARFISH ALLOYS 5

£POA. Black centre caps need refurb, no damage + studs £80. XJS Instrument binnacle, electric door mirror £50. XJS Boot light plinth/badge & XJS renovation book £30 Mint steering wheel £20 Other XJS bits. Merseyside. 01744 637052 (SN)

JAGUAR X-TYPE

£50 + p&p. Set of 4 chrome bumper trims, good condition. West Midlands. 07736 678313

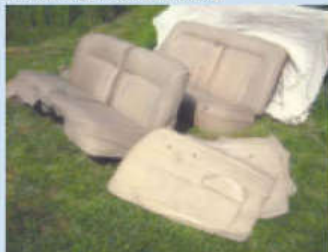
JAGUAR X300/X308

£140. Dimple alloy wheel and tyres, set of 5 good tyres, 2 with 4mm, 2 with 6mm, one new. Set of 5 pepper pot alloys, no tyres, £75. Cambs. 07902 038232

JAGUAR XJ8 RADIATOR GRILL AS NEW

£100 for the pair. Still Boxed. North London. 07985 691137 (JW)

JAGUAR/DAIMLER MK2



1963, £450. Interior beige seats and door cards. Good condition. In loft 2/3 years. Possible delivery. Kent. 01689 861196 (PB)

JAGUAR/DAIMLER MK2



1963, £300. Chrome bumpers. Good condition. Front and rear. In loft 2/3 years. Possible delivery. Kent. 01689 861196 (PB)

WIND DEFLECTOR FOR AN XK8/R CONVERTIBLE

£90 + P&P. BRAND NEW. Cheltenham. 01242 232445

XJ6 4.2LTR



£350. 1 manifold with twin SU, HS8's complete with linkage, fuel pipes and Auto Enrichment Device. Units have had little use believed to have come from a transmission test rig, good all round condition. Some parts have slight surface corrosion. Bedfordshire. 01462 812504 (MC)

XK 140 PAIR OF FRONT SEATS



1955, £250. From Jaguar XK 140. May fit 120 also, bit rough but a basis for refurb - bases, backs sound. Looks like original horse hair and springs in backs - covered in vinyl material, use as they are if you like, but fag burn hole in top of Vh seat back at top corner see pic - open to offers could send anywhere not a problem, outside of UK. Wales. 07949 639059 (HP)

XKR PORTFOLIO BRAKE



£Offers over £650 considered. 6 Pot Alcon callipers front plus 4 pot alcon rear. Complete with discs and mounting plates. Separate handbrake callipers also included although mounting plates for these are not included but are available from Jaguar. The callipers require new or refurbished pistons and seals The discs are in VERY good condition. the existing pistons have been removed. 01883 627171 (SN)

Parts wanted

JAGUAR E-TYPE 4.2 SERIES 1

1966, Wanted. Heater motor and distributor. In good working order. West Midlands. 01213 444704 (PB)

SPARE WIRE WHEEL

Wanted. For a Daimler V8 250 and a workshop manual for the same car. East Yorkshire. 01759 380237 or 07889 766053

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A&B RENOVATIONS

£POA. Specialists in leather renewal, repairs and re-dyeing. DIY re-dye kits supplied, wood stripping and re-lacquering and re-veneering. Interior trim supplied and fitted if required at very competitive prices. Our work featured many times in JEC magazine. John, A and B Renovations. Kelvedon, Essex (T). 01206 820733 or 07976 810402 (GB)

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£POA. Ring for details. Classic car interior restoration keeping the authentic old period look and character, repairs, preserving original leather process, colour match dyeing, replacement leather, complete interior colour changes, door and trim panels made up, carpets, wood veneering restored, collection and delivery service. Quick turnaround, low cost, unbeatable savings, club members and fellow enthusiasts over 25 years. Gloucestershire (T). 07977995207 (GB)

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£50 per hour. Specialists in X-Type, S-Type, XJS, XJ6/12, XJ8, XK8 and all classics. Friendly advice given from our many years of experience with Jaguars. PSV Engineering. Farnham Surrey (T). 07785 534408 anytime or 01252 819800. (GB)

STEERING WHEELS REDONE

£POA. Ring for details. To a very high standard. You won't be able to tell the difference from the original. Ringwood, Hampshire (T). 01425 477856 (GB)

VITREOUS ENAMELLING

£POA. Ring for details. For all exhaust manifolds, and repairs carried out where necessary. We also have a stock of repaired manifolds which are in a better condition than when they left the factory. Ringwood, Hampshire (T). 01425 477856 (GB)

Miscellaneous for sale

12 VOLT WINCH



£50. Phantom 2500kg pull winch, complete as new, with instructions and accessories. Staffordshire. 01543 418993 (RB)

1944 JAGUAR SS



£25. 2.5 litre hand made in wood, cord on back, size 17in x 8in, post free. Surrey. 020 8399 7541

3 GARGOYLE MOBIL OIL SIGNS



£60 the lot. Enamel, steel Mobilgas gargoyle, vacuum oil company. Surrey. 07534 431198

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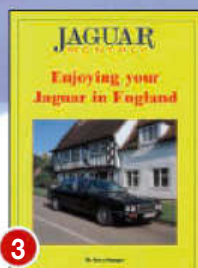
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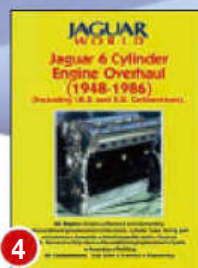
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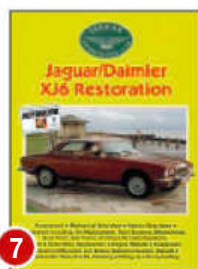
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J54-352
1954 Jaguar MK VII Saloon
Elegant and luxurious, this Jaguar shows a patina that can only be had over time and careful preservation. A full sliding moon roof is found above the driver's area.
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www.classicshowcase.com – T: 001 760 758 6100



J59-045
1959 Jaguar Mark IX 3.8 Sedan
This very original, matching numbers 1959 Jaguar Mark IX has been well maintained and lovingly cared for by Jaguar professionals throughout its long term ownership. With its great history of being campaigned, it was appreciated by judges and spectators alike!
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J60-797
1960 Jaguar XK-150 3.8 DHC
This Jaguar is currently undergoing a comprehensive restoration to a show/driver level. The 3.8 engine model had a few distinct changes, amongst them a significant difference in the rear tail light fixtures. With an estimated completion date of spring 2015.
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J63-707
1963 Jaguar Mark II 3.8 Sedan
The ultimate iteration of the seminal Mark II model, this 3.8-liter overdrive-equipped example which has been very well cared for during its lifetime, exhibits many original finishes throughout. Fine, largely unrestored examples such as this are rarely coming up for sale today, making this opportunity all the more special.
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J67-032
1959 Jaguar XK-150S 3.4 DHC
The most elegant Jaguar Sport Car, with only 68 Drophead coupes being built between 1958 thru 1961 headed for the USA, making this a very rare example. This XK-150S is for the discerning collector who demands excellent quality, and a superb driving experience with no excuses or disappointments!
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J74-055
1974 Jaguar XKE Series 3 5.3 V12 OTS
This highly original Jaguar is believed to have covered just over 18,000 miles since new. The silver exterior has been refinished at some stage, presumably in the 1980s, and presents today with a lovingly aged patina. Classic Showcase – Oceanside, California
www.classicshowcase.com – T: 001 760 758 6100



J71-974
1971 Jaguar XKE Series II V12 2+2
Exceptionally preserved Series II V12 with an unbelievably low 8,480 original miles since new! Always well maintained and in a gorgeous color combo of British Racing Green over biscuit, this XKE presents a unique opportunity for the collector demanding originality.
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J69-547
1969 Jaguar XKE 4.2 OTS Series II
A truly original car with nearly 3 decades of single ownership. Always well cared for and consistently maintained, numerous original receipts and records of previous work done. Heritage Certificate of Authenticity.
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J77-738
1977 Jaguar XJ6C Sports Coupe
This XJ6C has a great deal of originality. It comes with the period correct AM/ FM/ 8 track stereo, and full instrumentation. With the luxury of power steering, power windows, power brakes, it also comes with the factory air-conditioning.
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J65-758
1965 Jaguar XKE Series 1 4.2 OTS.
This is a very nicely restored XKE Roadster that is one of the most sought after of the Jaguar series I models. It has been restored by a Jaguar professional, and has been well maintained since the restoration, driven sparingly, and kept in a collection in San Diego, CA.
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J64-4DN
1964 Jaguar 3.8 S Type Sedan
This very original 1964 Jaguar 3.8 S Type 4 door Sedan has a straight fit, minimal rust, seats in good condition, makes for a great candidate for restoration while you enjoy driving.
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J65-149
1965 Jaguar XKE Series I 4.2 OTS
The car has been driven very little since the original restoration, and stands as a great contender for JGNA showings. Jaguar professionals performed a comprehensive restoration to that of a show/driver level.
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J58-428
1959 Jaguar XK-150S 3.4 OTS
This is an exceptional example of an XK-150S that is one of the most sought after XK Jaguars. It is a very special Jaguar with believed to be only 32,433 original miles on the odometer. This is an investment grade vehicle that is ready for your enjoyment or to start the show season.
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J68-502
1968 Jaguar XKE Series I 1/2 4.2 OTS
This beautiful E-type was restored by Jaguar professionals and has been well sorted since the restoration. This is the end of the small tail lights, parking lights and bumpers which kept the lines and beauty of the iconic E-type.
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J65-570
1965 Jaguar XKE Series I 4.2 OTS
It is not often that you find an E-Type with less than 30,000 miles that is original as this car. This would be a spectacular car to perform a preservation restoration to or you can take it to a high level show car if you wish.
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J77-003
1977 Jaguar XJ6L Series II 4.2 Sedan
This well preserved and very stylish XJ6L is a Southern California car since new, and has spent it's entire life in the Western region of the United States.
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JSS-100
Jaguar SS100
1938 Gunmetal/Red Interior. Show car restoration to a high level. Please note the SS100 pictured here was recently restored by Classic Showcase and is shown only as an example. The SS100 that we are restoring and on offer will look just like the model pictured here.
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J67-9BW
1967 Jaguar 420 Sedan
This 1967 Jaguar is an amazing time capsule and has incredible patina. This car has always been owned by the same family since new and was always serviced and maintained by Jaguar Professionals and comes with receipts.
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J63-691
1972 Jaguar XKE Series III V12 OTS
This matching-numbers E-Type comes with low original miles, and is finished in Light Blue with a nicely contrasting Navy leather interior, with a black convertible top. Recently this E-Type has received a full service, had the engine serviced, carbs rebuilt, and new suspension bushings, brake flex lines, motor mounts, front shocks installed.
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J73-141
1973 Jaguar XKE Series III V12 OTS
This 1973 Jaguar Series III V12 Roadster is a great restored example that boasts a number of performance and comfort upgrades. It has been well maintained, recently serviced, was detailed inside and out, and simply begs to be driven and enjoyed!
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J63-371
1963 Jaguar Mark II 3.8 Sedan
This 3.8-liter overdrive-equipped example is quite attractive in British Racing Green over a biscuit interior, and runs and drives very nicely. It is an excellent choice for those seeking an affordable and/or entry level classic Jaguar model.
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J67-193
1967 Jaguar XKE OTS Series I 4.2
This extremely original, matching numbers 1967 Jaguar XKE was the subject of a restoration by Jaguar professionals, and has just completed a recent service. Since the restoration, it has been driven sparingly, is in excellent running and driving condition, and always has been well cared for.
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J67-925
1967 Jaguar XKE Series I 4.2 OTS
This one owner, all original, CA black plate 1967 late Series I XKE shows fabulous patina. It has been stored for many years, is in its original color combination of Carmine red and black and has only 52,123 original miles.
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J94-230
1994 Jaguar XJS 2+2 Convertible
This beautiful, unmolested, one-owner Jaguar XJS Convertible is in very good original condition. It has been very well maintained and garage kept. This Jaguar would serve well as a daily driver or a great addition to your collection.
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ANNUALS



1979, £10. Motor Road Test. Bedfordshire. 01234 213871 (RB)

ASSORTED HAYNES WORKSHOP MANUALS



£65. Approx. 300. Cortina, Capri, Mercedes, Vauxhall, BMW, many more. Buyer collects. Cheshire. 01829 752491 (RB)

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£POA. Complete run of road tests since 1950. Also Motor Sports from 1970 to 1997. Also original instruction manuals for some classic cars. Offers. Shropshire. 01691 623474

B15 LLY

£6,000. (Billy) registration number on retention 1984-85, B prefix. Ayrshire. 01292 284644

BALLROOM DANCING COUPLE



1930, £65. Mascot on wood base. Size 5.5in height. Silver plated. Post free. Essex. 07794 775973 (RB)

BSA D1

1963, £3,000. Genuine rare! Telegram boys Royal Mail motorcycle. Post Office red. 125cc. Stunning nut and bolt restoration. Show use. All rare G.P.O. fittings and pouch. History, photo file. Mint condition. New everything?. Avon. 07840 400569 (RB)

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£48 the lot. Lewes, 1935; Prescott, 1964; 39th National Rally. Surrey. 020 8399 7541 (RB)

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£230. Great condition, only used twice, idea for all under car repair and restoration, whilst standing in comfort, simple to use. Herts. 07860 246900 (SN)

CAR TRANSPORTER TRAILER

£995 ovno. Car/van/4x4 (or even caravan). 16ft x 6ft bed (overall 21ft x 7ft 6in). Heavy duty, twin axle, ramps, winch (manual), lights, socket, new brakes/tyres, JCB enamel paint. Tows well. Derbyshire. 07474 948711 (RB)

CARAVAN AWNING

£300. Dorema. Suitable for 16ft-17ft caravan. Nearly new. V.G. condition. Size 10, red/grey colour, 875-900cms, brand new poles included. Free delivery. Dorset. 07971 385242 (RB)

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£Open to sensible offers. Number "A1 XF G" on retention, all fees paid. +34669 089898 (SN)

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1929, £POA. Opel, Wolseley, RAC, AA, variety etc. Bedford. 01234 213871 (PB)

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£POA. Approx 95, Autoart, Kyosho, Guiloy, UT, Minichamps, Maisto, Burago and Corgi, valued over £4,000, offers invited, phone for more details. Bucks. 01908 664688

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£All cheap. All boxed, in good condition. Limited editions, etc. Private sale. S.a.e. for lists (clearout). Yorkshire. 07471 739455 (RB)

ENAMEL SIGN



£35 post free. Not tin. Jaguar Cars Service. 3.5 inch x 6 inch in green, black, white enamel. 2 fixing holes. Surrey. 020 8399 7541 (PB)

E-TYPE XKE



1961, £900. This is a correct tool roll for a Jaguar E-type Series 1 3.8 / 4.2, 1.5 & Series 2. Complete tools included in the roll are 4 x Open Ended Spanners marked Jaguar & Garrington as found. Screwdriver, pliers, box spanners, Tommy bar, adjustable spanner, ignition gauge, cam gauge, grease gun, feeler gauge, brake tin. London. 07748 730051 (HP)

ELECTRIC ORGAN

£200. In very good condition. Some 20 years old. Plays excellent sound. Also records with it. Something to enjoy. Middlesex. 0208 906 1581 (after 6 p.m.) (RB)

INTERIOR DOOR HANDLE REMOVER



£14. This tool makes a very easy job to remove retaining pins on interior door handles and refit vehicles 40/50/60s, made by Sykes Pickavant, discontinued item. Lancs. 07966 238502

JACKIE STEWART SIGNED AUTOGRAPH



£40 post free. South Africa with Pro File Photo Certificate of Authenticity enc, 9th October 1986 Johannesburg 100 1886-1986, size 12in x 10in. Surrey. 07580 313669

JAGUAR

1966, £POA. E-Type Stamps, British technology new mint complete sheet - 1/2 sheet. 1/4 sheet or individual signed on mount by tag test driver norman pews O.B.E. Surrey. 07837 891426

JAGUAR 3 TYPE STAMPS



1962, £POA. British Technology, new mint stamps, full sheet, half sheet or quarter sheet or individual, signed on mount by Jaguar test driver Norman Dewis OBE, call for prices. Surrey. 07837 891426

JAGUAR BRAND MENS PURE CASHMERE JACKET



£120. 38 inch chest (Euro 48), unworn with original tags and labels. Sleeve length 870mm back length 820mm, double rear vent. Superb, stylish jacket perfect for summer with Jaguar logo woven into viscose lining. 023 8038 8565

JAGUAR E-TYPE



1966, £POA. Brit technology stamps sheet or single signed on mount by Jag test driver Norman Dewis, new, mint. Surrey. 07837 891426

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Photo: Brian Lang Collection

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FINISHING LINES

The Daimler DS420 Limousine

The DS420 was big at 6ft 6½in wide and 5ft 3¾in high. Access to the enormous rear compartment was aided by the reduction in sill height aft of the centre door pillar of 1¾in. This example is doing duty as the chief scout's car, circa 1970.

DESPITE THE modern sophistication of current 'stretched' Jaguars, for sheer presence and utterly British dignity, the big old DS420 limousine is – literally – head and shoulders above anything produced today. The last one was built in 1992, but many are still in service as wedding and funeral cars. Its most high-profile customers were the Royal Family: HM the Queen Mother first ordered a DS420 in 1970, painted in the royal colour scheme of black over claret, and further royal orders followed, including three for HM Queen Elizabeth II.

The DS420 might never have appeared had Jaguar not taken over Daimler in 1960, as among the cars inherited was the 4.5-litre V8-powered Majestic Major DR450 limousine. But, by the mid-Sixties, it was becoming distinctly elderly so Jaguar decided to produce a replacement using Jaguar components. Under Sir William Lyons' direction, a stylish limousine body with more than a hint of Hooper about it evolved. Development engineer RJ 'Bob' Knight made it a

reality, using the Mark X platform extended by 21in. Power came from the faithful XK 4.2-litre six in twin carburettor form (the limousine never adopted fuel injection), with a Borg Warner three-speed automatic gearbox (later, the GM400).

The Daimler DS420 limousine, announced on June 11, 1968, became the first new model from the merged Jaguar and BMC. Originally built at the old Vanden Plas works in Kingsbury, West London, the DS420 sold steadily at around 250 cars each year until 1975, when sales began to fall and, in November 1979, the limousine operation was transferred to Browns Lane. It might have faded from the scene, but engineer Keith Cabbage managed to convince John Egan he could keep the limousine viable.

To Keith, the department represented a pool of uniquely skilled labour and, once disbanded, such craftsmen could not easily be replaced. So, with face-lifts and upgrades, the limousine survived until the late autumn of 1992 – after which the preserved skills were redeployed in other specialist areas and might be seen as the foundation of today's Special Vehicle Operations.

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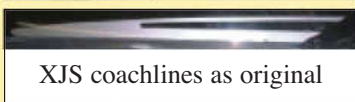
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